

AMERICANS

Who Have Contributed to the
HISTORY AND TRADITIONS
of the UNITED STATES
MERCHANT MARINE





DELANO HALL

Legend

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BOWDITCH HALL

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PIER

ROACH
PIER

MALLORY PIER

T.V. WILLIAM
WEBB

T.V. FELIX T.V. ROBERT T.V. EMERY
RIESENBERG FORBES RICE

Hague
Basin

CROWN SHIELD
BOAT SHED

BRADFORD
PIER



O'HARA HALL

WINSLOW ROAD

WILEY ROAD

WALLISTER ROAD

FORMATION
SQUARE

COLLINS ROAD

Spaulding Square



FULTON HALL



McKAY HALL



The United States
MERCHANT MARINE
ACADEMY
Kings Point, N. Y.

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WHO HAVE CONTRIBUTED TO THE
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OF THE
UNITED STATES MERCHANT MARINE



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MERCHANT MARINE

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1943

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FOREWORD


The traditions of the United States Merchant Marine anchor on the accomplishments, past and present, of men who have given something of themselves to this silent service. Set down on the following pages are the records of some individuals who are remembered for their contributions to the building, expansion and prestige of our Merchant Marine. Masters, engineers, builders, owners, authors and others, they were, without exception, men of the sea.

The careers of these men represent more than personal biographical sketches. Others equally illustrious might have been singled out; but those chosen do stamp their times, and their achievements help to explain our greatness as a sea power.

The United States Merchant Marine Cadet Corps honors their memory by linking their names to the buildings, training vessels, docks, roads and other facilities of the United States Merchant Marine Academy at Kings Point, New York, and the Cadet Basic Schools at Pass Christian, Mississippi, and San Mateo, California.

CAPTAIN R. R. McNULTY, D-M, USNR,
Supervisor,
United States Merchant Marine Cadet Corps

Washington, D. C.,
March 15, 1943.



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The death of Admiral Henry A. Wiley, "Father of the United States Merchant Marine Cadet Corps", on May 20, 1943, was announced after this book went to press. By direction of the Supervisor, United States Merchant Marine Cadet Corps, the name of the Administration Building at the United States Merchant Marine Academy, Kings Point, New York, has been changed from McKay Hall to Wiley Hall.

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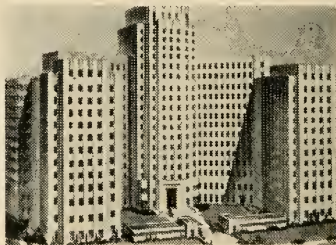


The Port of New Orleans, 1840

CHARITY HOSPITAL
New Orleans, Louisiana

The original hospital was founded in 1736, with the life savings willed for this purpose by the merchant seaman,

JEAN LOUIS



HERE is in New Orleans today "An Institution dedicated to the most supreme work of charity, the alleviation of suffering and the healing of the sick, the Charity Hospital of Louisiana, founded by the sailor, Jean Louis."

On January 21, 1736, Jean Louis, an inhabitant of Louisiana, and a resident of New Orleans, died and left a will which contained the following clause: "My debts having been paid and the above provisions having been executed, a sale shall be made of all that remains, which . . . I bequeath to serve in perpetuity to the founding of a hospital for the sick of the City of New Orleans."

A site was chosen at the extremity of the town which stood upon a portion of the ground allotted to the city's fortification and today corresponds to the square bounded by Rampart, Basin, St. Peter and Toulouse Streets.

The house of Madame Kolly (formerly a convent) was bought by Bienville and Salmon. Half of the money was expended for beds and the usual equipment. With the remaining 5,000 livres, augmented by the labor of the natives, a large brick hall was built.

This, the original Charity Hospital, was named the St. John and mentioned in official legal records as "L'Hopital des pauvres de la charité."

"For over forty years this "Hopital des Pauvres" was a haven of hope for and administered to the suffering of those intrepid travelers and adventurous pioneers who . . . braved the privations, hardships and pestilences of a primeval country."

The devastating hurricane which played havoc with the city in the summer of 1779 converted the Jean Louis Hospital into a heap of ruins.

The hospital was rebuilt and the modern institution which now stands is the "pride of Louisiana, the Charity Hospital," a memorial to a merchant seaman, who bequeathed his life savings to the cause of humanity.

Jean Louis
1690-1736



ESEK HOPKINS of Rhode Island
Commander in Chief of the United States Navy, 1776

COMMANDER-IN-CHIEF of the Continental Navy, Esek Hopkins was born near Providence, Rhode Island, in 1718. Like most of his brothers, Esek went to sea at an early age.

Before the Revolution he made trips to every quarter of the globe as a successful sea captain, and, like many other New England men of the Merchant Marine, he commanded a privateer during the war between France and Great Britain and brought home rich prizes.

When, in the spring of 1775, Rhode Island felt it necessary to protect the coast, he came at once to the front. On October 4, 1775, Esek Hopkins was put in charge of all the colony's military forces with the rank of brigadier general.

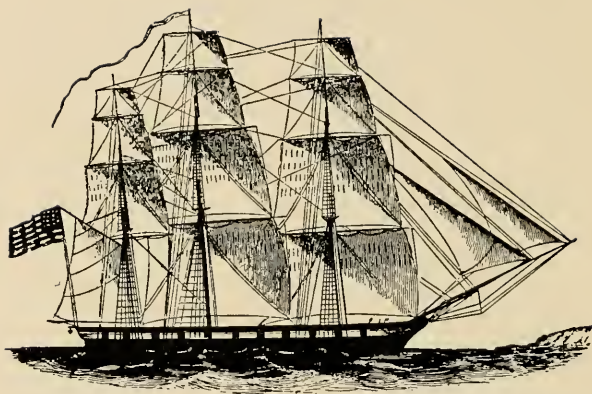
At this time the Continental Congress decided to organize a fleet to protect American Commerce and on December 22, 1775, confirmed the appointment of Esek Hopkins as commander-in-chief of the new navy. In January, 1776, he went to Philadelphia to take charge of his little fleet of eight vessels, hastily altered to meet their new requirements.

He sailed to the Bahamas and captured New Providence with its military stores, and on the return voyage a British armed schooner and a brig were taken. Later in an encounter with the British ship *Glasgow*, the American vessels received severe damage and were unable to prevent the enemy's escape.

The failure aroused much adverse criticism which was the beginning of a growing dissatisfaction. The infant fleet of which so much had been expected could accomplish little. Although relieved of his command by Congress, Hopkins' devotion to the American cause never faltered. He served as deputy to the General Assembly from 1777 to 1786 and was a trustee of Brown University from 1782 until his death.

Esek Hopkins

1718-1802



United States Sloop of War *Albany* under full sail

BORN in Boston in 1734, John Manley was a master mariner in his twenties. He commanded the *Little Fortescue* in 1768-69, trading between Boston and St. Eustatius.

When, in the fall of 1775, Washington was fitting out a small fleet to operate against British transports, he chose Manley to command the schooner *Lee* and commissioned him a captain in the Army. Sailing on one of the last days of October, he captured, a month later, the first valuable prize taken in the war, the brigantine *Nancy*, laden with a cargo of ordnance and military supplies. It was a timely capture, for the Army at Cambridge was sorely in need of these supplies.

He was widely acclaimed as a naval hero, the first of the Revolution to be thus distinguished. In January, 1776, Washington made him commander of the fleet, with the schooner *Hancock* as his flagship.

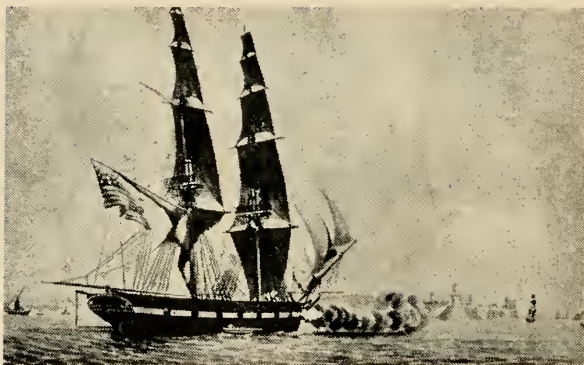
On April 17 Congress recognized Manley's services by appointing him a captain in the Continental Navy. Taking command of the new frigate *Hancock*, he sailed from Boston on May 21, 1777, accompanied by the frigate *Boston*, Captain Hector McNeill and a small fleet of privateers. On June 7 he captured the frigate *Fox*, twenty-eight guns, but a month later the *Hancock* and her prize were taken by the enemy. Manley was confined on board a prison-ship in New York harbor until exchanged in March, 1778.

Early in 1779 he went to sea in the *Cumberland* and near Barbados was forced to surrender to the frigate *Pomona*. Escaping from prison and returning to Boston, he next made two cruises in the *Jason*, the second of which ended with her capture after a sharp engagement. Manley was committed to Old Mill Prison, England, and confined there for two years before he was exchanged. Returning to the Navy, he commanded the frigate *Hague* and made a cruise in the West Indies that was marked by a brilliant escape from a superior force and by the capture of the *Baille* in January, 1783, the last valuable prize taken by a Continental ship.

John Manley

1734-1793

ELIAS H. DERBY
Derby ships were the
first to carry the Stars
and Stripes to distant
ports.



The Letter of Marque Brig *Grand Turk*

SALEM and the Derby family are synonymous with the birth of the United States Merchant Marine, and the name of Elias Hasket "King" Derby, pioneer American ship owner, remains through the years as a well revered tradition.

Derby, deeply imbued with a love for his country, saw that the flag of the new nation was carried to the most distant ports of the world. He foresaw America's future as a maritime nation and pioneered the path for others.

His estate of one million dollars, the first fortune made out of our shipping trade, was a tribute to his genius in judging changing world conditions and in choosing his ships' masters and crews. His vessels were the first to fly the Stars and Stripes in Calcutta, the Orient and the Baltic.

His *Grand Turk* brought back first hand accounts of eastern ports and cargoes and his *Peggy* returned to New England with the first cargo of cotton from India. During the Revolutionary War, Derby fitted out his vessels as privateers. Success attended nearly all his efforts and he established a tradition which has done much in maintaining the prestige of American shipping.

Elias H. Derby

1739-1799



The U. S. Frigate *Alliance*, the pride of the
Revolutionary Navy



CAPTAIN
WILLIAM HACKETT
In 1778 the U. S.
Frigate *Alliance* was
launched at William
Hackett's shipyard,
at Salisbury,
Massachusetts.

THE builder and designer of some of the most famous ships in the first days of this country's history was Captain William Hackett, born at Salisbury, Massachusetts, on May 1, 1739, and died there November 20, 1808. Among the great ships which he built were the frigates *Alliance* and *Essex*, and the merchantman, *Massachusetts*.

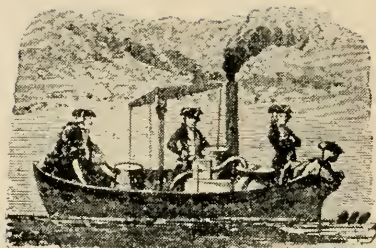
The *Alliance* was the most successful frigate of the United States Navy during the Revolutionary War. She was two years in building, and was launched in the Salisbury yard of William Hackett in 1778. The *Alliance* was so named to commemorate the alliance between France and the United States. She sailed from Boston in 1779, and upon her arrival in France, it was said that there was "not a more perfect piece of naval architecture in Europe." Under Captain John Barry she captured the privateers *Mars* and *Minerva*. She was never defeated and was the favorite of the whole Navy by reason of her speed and beauty. After the close of the War of Independence she was sold in Philadelphia and employed in the United States Merchant Service. She was the second vessel from Philadelphia to go to Canton, China.

The largest merchantman to be built up to her time was the *Massachusetts*, designed by William Hackett and launched at Quincy, Boston Harbor, in 1789. At that time this six-hundred-ton ship was a colossus, and her launching was an event of national importance. The *Massachusetts* went to Canton, China, on her maiden voyage and was sold there to the Danish East India Company.

The frigate *Essex*, the first naval vessel to carry the Stars and Stripes around the Cape of Good Hope, was another of the many ships whose glorious record redounds to the great credit of the Salisbury shipbuilder, William Hackett.

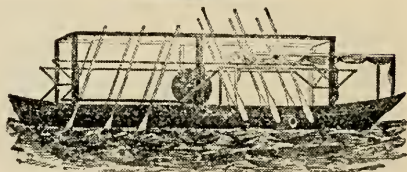
William Hackett

1739-1808



Fitch's screw
propeller
steamboat
operated on
Collect Pond,
New York,
in 1796

JOHN FITCH
Inventor of the
Steamboat.



The Perseverance, Philadelphia, 1786-87

INVENTOR of the steamboat, John Fitch was born in 1743 at Windsor, Connecticut. When he was fifteen he was apprenticed to a storekeeper and for a brief interval he shipped on a coastwise sailing vessel. He apprenticed himself to a clockmaker and, although he was not given the opportunity to learn the trade, he did acquire the rudiments of brass working and founding.

From 1785 until his death Fitch turned his attention to the invention of a steamboat. In 1786 and 1787 New Jersey, Pennsylvania, New York, Delaware and Virginia gave him exclusive rights for fourteen years for building and operating steamboats on all waters of those states. Meanwhile he had built a number of rather successful models and with these and his privileges as talking points he organized a company of prominent Philadelphians and started work on a forty-five foot boat which was launched and operated successfully on the Delaware River. It was propelled by a series of twelve paddles, six to a side and operated by steam power. In 1788, he launched a sixty-foot boat propelled by a steam paddle-wheel. A third vessel was put in regular service on the Delaware River and Fitch was granted a United States patent on August 26, 1791.

Later that year he started the construction of a fourth boat appropriately named *Perseverance*. Before completion this was wrecked by a violent storm at Philadelphia. About 1796 he stopped in New York to try once more to arouse interest in his invention. He converted a ship's yawl into a steamboat and operated it on Collect Pond, which existed just off Broadway near City Hall. This craft was moved by a screw propeller.

While Fitch constructed four successful steamboats, he failed to see the need for demonstrating the financial asset of steam navigation and accordingly lost financial support. For this reason, the steamboat era may be said to begin with Robert Fulton who launched his first steamboat after the death of Fitch.

John Fitch

1743-1798



The ship *Columbia* which JOHN KENDRICK took around
the Horn to the Pacific Northwest

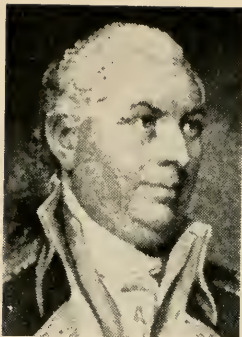
THE career of Captain John Kendrick, Boston shipmaster, illustrates the spirit of enterprise and foresight that established America as the greatest nation plying the trade routes of the world.

Inspired by glowing accounts of Captain Cook's third voyage, in which the wealth of fur in the Pacific Northwest had been described, Captain Kendrick went around Cape Horn in the eighty-three-foot *Columbia* in company with the smaller ship *Lady Washington*. Kendrick, who had commanded the privateers *Fanny* and *Mariane* during the Revolutionary War, was chosen by backers of the expedition because of his sharp eye for new trade and his extraordinary skill in picking his way through uncharted waters.

Arriving on the West Coast, he sent his second in command, Captain Gray, to sail around the world while he took the forty-foot sloop *Lady Washington* into Trans-Pacific trade. In seven years he made five voyages across the Pacific and back, discovering vast areas of sandalwood in the Hawaiian Islands and using that commodity as the basis for trade with China.

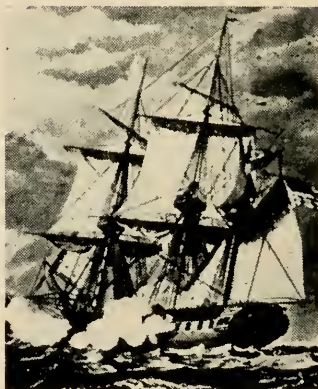
He devoted the greater part of his life to building trade over the Trans-Pacific route and in exploration along the Northwest Coast, never returning to his home port.

John Kendrick
1745-1800



JOHN BARRY,
First Commodore
of the
United States Navy

Commodore John
Barry's Flagship,
the *United States*



JOHN BARRY, first commodore of the United States Navy, began his sea career in the Merchant Marine at the age of eleven. Throughout his life he never forgot those days and in leaving the Merchant Service declared that he was abandoning "the finest and first employ in America."

At the opening of the Revolutionary War Barry offered his services to Congress and became one of the first officers commissioned in our Navy. In February of 1776 he was given command of the *Lexington* and made the initial capture of an enemy vessel, seizing the *Edward*. During subsequent engagements he destroyed so many enemy ships that he was offered 20,000 pounds and the command of a squadron if he would desert the Colonies. He replied: "Not the value and command of the whole British fleet can seduce me from the cause of my adopted country."

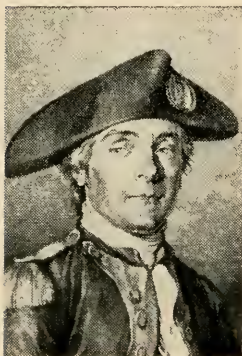
Captain Barry commanded the *Alliance* in 1781 when that vessel carried Lafayette to France. Six years later he was a delegate to the Philadelphia Convention for revision of the Articles of Confederation.

He superintended the construction of the great frigate *United States* and later commanded her but he died nine years before that vessel distinguished herself in the War of 1812.

John Barry
1745-1803



The *Bon Homme Richard* in action with the *Serapis*



JOHN PAUL JONES

Typical of the ship-masters of that day, Jones brought to the infant naval service the vigor and enterprise which he had acquired in his early days aboard merchant ships.

TRADITION for the United States Navy dates back to the remarkable accomplishments of John Paul Jones and his fellow Merchant officers of the Continental Navy.

Spliced into that brave beginning is much that is part of the United States Merchant Marine. For Jones, typical of the shipmasters of that day, brought to the infant naval service the vigor and enterprise which he had acquired in his early days aboard merchant ships.

After sixteen years of service in merchant vessels, Jones had the honor to hoist the first "Flag of America" aboard a ship. In 1778 he received the first formal recognition ever given to the United States by a foreign fleet. His courage in the face of great odds was best depicted in the engagement with the *Serapis* when his ship the *Bon Homme Richard*, much smaller than her rival, emerged the victor after a thrilling sea duel. When Captain Pearson, master of the *Serapis*, surrendered, he handed over his sword with this comment: "I cannot, Sir, but feel much mortification at the idea of surrendering my sword to a man who fought me with a rope around his neck."

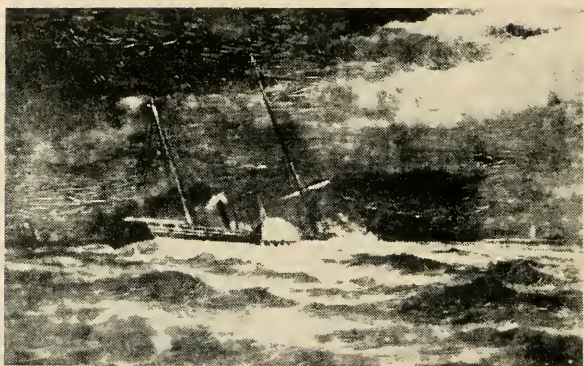
Jones received the sword but returned it at once. "You have fought gallantly, Sir," the American replied, "and I hope your King will give you a better ship."

John Paul Jones

1747-1792



JOHN STEVENS



The *Phoenix*, first ocean-going steamboat

MANY claims to fame belong to John Stevens, engineer, inventor, father of the United States Patent Law and builder of the first ocean-going steamship.

His many contributions in water transportation have given added prestige to American shipbuilding. The attention of Stevens was drawn to the work of John Fitch and James Rumsey in the development of the steamboat. At that period the idea of engine propulsion was meeting with ridicule but Stevens had faith in its development. To this end he sacrificed his fortune and home life to the furtherance of mechanical transportation, both sea and land.

Twenty-one years later, in 1809, his *Phoenix*, a vessel one hundred feet in length, became the first ocean-going steamship. Three years later he established a steam ferry system between Hoboken and New York, the first of its kind in the world. He is credited with the first American-built steam locomotive and is regarded as the founder of the Pennsylvania Railroad system.

John Stevens

1749-1838



An Early New England Merchantman.
In 1799 the *Eliza*, Captain James Rowan, was the
first United States vessel to pass through the
Golden Gate.

BY the turn of the Eighteenth Century many smart New England ships were crossing the Pacific with rich cargoes of sea-otter skins, obtained on the Northwest Coast of what is now the United States. More and more craft made the hard voyage round Cape Horn to load these valuable peltries for Canton, China, where they were highly prized by the Chinese merchants. It was one of these early Nor'westmen, James Rowan, who on May 24, 1799, brought the *Eliza* to anchor in San Francisco Bay, the first United States vessel to pass through the Golden Gate.

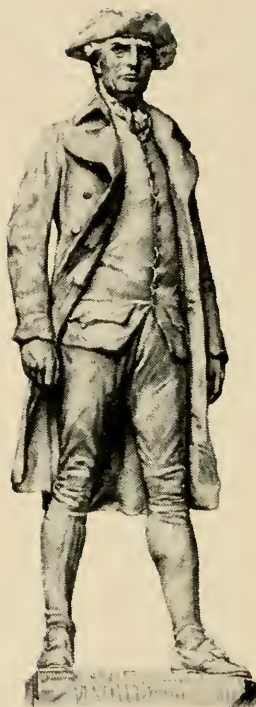
Captain Rowan purchased supplies from the Spanish authorities there, proceeded to China and then returned to Boston.

Rowan continued in this trade for several years and there are records of two other visits which he paid to San Francisco. On August 11, as master of the *Hazard*, Rowan collected supplies at San Francisco and anchored later at Santa Barbara and San Juan Capistrano where he probably engaged in trade with the Spaniards.

Rowan returned to San Francisco in the *Hazard*, January 30, 1804, and obtained supplies. In September he was at San Buenaventura and San Juan Capistrano for provisions.

William Sturgis, who later became a famous master and merchant in the Northwest and China Trade, had shipped with Captain Rowan on his first recorded voyage as a sixteen-year-old foremast hand. Some of the "remarks" which Sturgis included in his log present an admirable picture of life on board a Northwest fur trader. Sturgis returned to Boston, as Captain Rowan's third officer, in the spring of 1800, after an absence of almost exactly two years.

James Rowan



ROBERT RICHARD RANDALL
Founder of Sailors' Snug Harbor

*R*OBERT RICHARD RANDALL, privateer, merchant and philanthropist, was an important factor in the American Merchant Marine during the latter half of the eighteenth century.

Following his father's career, Randall went to sea as a youth. He became a privateer and later a ship-builder, his courage and vision enabling him to overcome the obstacles of his day.

Marvin, in his authoritative book, referred to men of Randall's caliber, when he wrote: "Our national independence was really won and maintained by us upon the sea through the splendid consistency of valor and skill of the crews of our merchant ships, whalers and fishermen who, in the Revolution, were almost as numerous as, and far more effective than the entire army of Washington. . ."

Randall took a deep interest in American men of the sea and in 1771 became a member of the Marine Society of New York for the relief of distressed seamen, their widows and orphans. In collaboration with his father, he acquired land in and around New York, a large portion of which he willed to the establishment of "Sailors' Snug Harbor" on Staten Island.

Thus the Randall fortune, gathered during the early days of the nation's seagoing, became the foundation of seamen's benefit.

Robert R. Randall

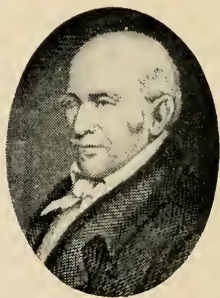
1750-1801



The ship *Good Friends* of Philadelphia

STEPHEN GIRARD

Merchant, financier and philanthropist, in 1792 he bought and rebuilt the ship which became his favorite and he called her the *Good Friends*.



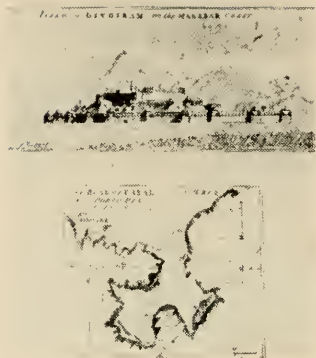
STEPHEN GIRARD, merchant, financier, philanthropist, was born in Bordeaux, France. At the age of fourteen he went to sea as a cabin boy and after six voyages, chiefly to Santo Domingo, he was in 1773 licensed to act as captain. In 1774 he made his first independent voyage as officer of a ship sailing from Bordeaux to Port-au-Prince. He then came to New York and entered the employ of the shipping firm of Thomas Randall and Son, making several voyages, first as mate, and then as captain. Trading on a small scale for himself he accumulated a little capital and became master and half-owner of the vessel *La Jeune Babe*.

In 1776, after a rough voyage he put into Philadelphia, then the largest city in the colonies and first in trade. He became a citizen of the Commonwealth of Pennsylvania and turned his attention to foreign trade, first to the West Indies, and later to Europe and Asia.

Girard's instructions to his captains and supercargoes and the detailed statements and reports he demanded from them reveal a thrilling story of the romance of commerce in those stormy days. By dint of unusual business acumen and foresight coupled with an industry and persistency that would not be denied, he achieved an extraordinary success. At one time or another he was the owner of eighteen vessels, though six was the largest number he had at one time.

In addition to his important activities in the commercial and financial life of the nation, Girard played a remarkable role as a citizen of his adopted city. During the yellow fever epidemic of 1793, he not only gave liberally of his time and money but volunteered to act as superintendent of a fever hospital, working day and night at this humane job. When he died his will directed that cash and real estate be placed in trust for the education of worthy boys. Girard College in Philadelphia thus was founded and stands today in memory of his accomplishments.

Stephen Girard
1750-1831



A page from the log
of the ship *Hercules*.
Captain Carpenter's
sketches of "A view
on the Malabar
Coast," and "The
Road of Fayal."

CAPTAIN
BENJAMIN CARPENTER
The Salem Master of
the Boston Ship
Hercules.



BENJAMIN CARPENTER, master-mariner, merchant and Revolutionary soldier, was born in Rehoboth, Massachusetts, May 3, 1751. He removed early to Salem and followed the sea for more than thirty years. He was a pioneer in the East India trade and also sailed to China and other foreign ports.

At the beginning of the Revolution he was in England, but immediately returned and sailed as lieutenant on the private-armed ship, *Oliver Cromwell*, owned by Benjamin Cole. According to a newspaper tribute published a few days after his death, Captain Carpenter "commanded the first cartel sent to England in our Revolutionary War with captured British officers, which, for a time, puzzled the government there—whether to condemn the vessel, send her commander to Newgate as a rebel, or purchase his ship. They preferred the latter and thus evaded the nice question of American Independence."

Captain Carpenter was later commander of the first ship *America* and was in 1791 master and sole owner of the brigantine *Two Brothers*. He commanded the ship *Massachusetts* of Boston at one time, and was for several years in the employ of Elias Hasket Derby, and later chief clerk for William Gray.

On May 15, 1792, Captain Carpenter sailed from Boston to Calcutta in the ship *Hercules*. "In the log of the *Hercules*, Captain Carpenter has left the most beautiful specimen of a sea journal of the olden time that is anywhere preserved," is the testimony of Ralph D. Paine in his work, "The Ships and Sailors of Old Salem." The drawings of harbors, landfalls, and ports as made by Captain Carpenter while at sea have the delicacy of fine engravings. "The appearance of the journal is proof that he liked to have things done as handsomely as possible," concludes Paine's accounts "and the records of his voyages show that smartness, discipline, and thoroughness ruled his conduct afloat and ashore."

Benjamin Carpenter

1751-1823



CAPTAIN
STEPHEN DECATUR,
SR.

During the Revolution Captain Decatur commanded several successful privateers. Later as commander of the new frigate *Philadelphia* he captured many prizes.

The *Philadelphia*, which was first ably commanded by Stephen Decatur, Sr., was later burned, after her capture by the Tripolitans, by Stephen Decatur, Jr., "in the most bold and daring act of the age."



The Burning of the *Philadelphia*

FOLLOWING in the traditions of his family which for generations had sent its sons to sea, Stephen Decatur was master of the sloop *Peggy* in 1774 when he was twenty-two years of age.

During the Revolution he engaged in privateering, commanding in succession the galley *Retaliation*, sloop *Comet*, brig *Fair American*, and ships *Royal Louis* and *Rising Sun*. In 1781, before his cruise to Teneriffe in the *Rising Sun*, he was a prisoner for some months in New York. Later, with the Philadelphia merchants Gurney and Smith, he was commander and part owner of the ships *Pennsylvania* and *Ariel*, taking his son Stephen, aged eight, on a voyage to Bordeaux.

Commissioned Captain in the United States Navy, May 11, 1798, at the outbreak of hostilities with France, he put to sea with the *Delaware*, and in July captured the French privateer *Le Croyable*, the first prize of the war and of the new American navy. In the *Delaware*, with two smaller vessels, he was senior officer during the winter of 1798-99 off northern Cuba. In May 1800, he arrived on the Guadeloupe station in the new frigate *Philadelphia*, and was senior officer of the squadron there until August. The *Philadelphia* captured five prizes, returning home in March 1801. Honorably discharged at the close of hostilities, and after some further connection with the shipping firm of Gurney and Smith in Philadelphia, Decatur purchased an estate near Frankfort, Pennsylvania, where he established a gunpowder works.

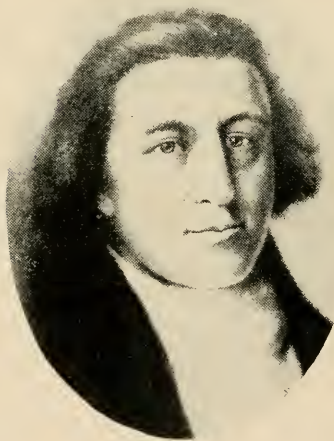
His three sons served their country with distinction; Stephen, Jr., hero in the burning of the *Philadelphia* at Tripoli, "the most bold and daring act of the age"; James, killed in action before Tripoli; and John who retired after three years naval service in 1810. At a dinner in Philadelphia in honor of his son Stephen after the Tripolitan War, the father responded to a toast with the words, "our children are the property of their country."

Stephen Decatur, Sr.

1752-1808



The *Columbia* and
the *Lady Washington*



CAPTAIN
ROBERT GRAY

One of the nation's great explorers, Robert Gray's discovery of the Columbia River insured this nation's sovereignty over the western states.

HAILED as one of the nation's great explorers, Robert Gray's discovery of the Columbia River insured this nation's sovereignty over the western states. His other claim to fame is that his ship was the first to take the American flag around the world.

Gray returned to his first love, the Merchant Marine, after having served in the Continental Navy. His record as ship's master was such that he was chosen to command the sloop *Lady Washington* on Captain John Kendrick's expedition to the Pacific Northwest.

Captain Kendrick set up headquarters when the ships reached the Pacific and Captain Gray was sent on an exploration trip which resulted in his discovery of the great Columbia River. Gray was then given the *Columbia* and sailed her around the world. From Canton he brought the first cargo of tea to reach New England, opening up another trade in which American merchant ships and men later made their mark.

Robert Gray
1755-1806



CAPTAIN
THOMAS TRUXTUN

General George Washington, at a dinner in Truxtun's honor, declared his services "worth a regiment." Truxtun returned to the U. S. Merchant Marine after the war.

In 1799 in "one of the warmest combats between frigates" the *Constellation* silenced the guns of *La Vengeance*.



BORN near Hempstead, Long Island, New York, in 1755, Thomas Truxtun went to sea when he was twelve years old, sailing in the London trade. Impressed into the British Navy at the age of fifteen, he later obtained his release and entered the Merchant Marine and became a captain at the age of twenty.

He became an ardent privateersman during the Revolution, serving as lieutenant in the *Congress* and later captain of several armed vessels, notably the *Independence*, the *Mars* and the *St. James*. The *St. James* brought back the most valuable cargo entered at Philadelphia during the Revolution, and General George Washington, at a dinner in Truxtun's honor, declared his services "worth a regiment."

After the war he returned to the United States Merchant Marine, making many voyages and taking out the first Philadelphia ship to China, the *Canton*, in 1786. In June, 1794, he was made a captain in the new United States Navy. In this year he published *Remarks, Instructions and Examples, Relating to Latitude and Longitude*. Three years later he published *Instructions, Signals and Explanations Offered for the U. S. Fleet*, and in 1806, a *Few Extracts from the Best Authors on Naval Tactics*.

In June, 1798, at the outbreak of hostilities with France, he sailed in the frigate *Constellation*, whose construction he had supervised. In 1799 he captured the French frigate *Insurgent* after an hour's fighting, and in the following year in "one of the warmest combats between frigates that is on record" he silenced the guns of the powerful *Vengeance*.

After commanding the *President* during the last months of hostilities he retired to his home at Perth Amboy, New Jersey. Truxtun received the thanks of Congress and a gold medal, and in popular regard he became unquestionably the hero of the war.

Thomas Truxtun

1755-1822



The U. S. Frigate *President*, the flagship of
Commodore Dale.



COMMODORE RICHARD DALE

A commander of East
Indiamen in the United
States Merchant
Marine, Richard Dale
was John Paul Jones' first
Lieutenant on the
Bon Homme Richard
in the brilliant battle
with the *Serapis*.

A FELLOW officer with John Paul Jones, Richard Dale was born in Norfolk County, Virginia, in 1756, the son of a shipwright. From his father he developed a love of the sea and he shipped out when only twelve years old. His first voyage was to Liverpool on a ship commanded by his uncle.

In 1779 he joined the *Bon Homme Richard*, then being fitted out for sea by John Paul Jones. Selected by that discerning commander as first lieutenant, he took part in the memorable cruise that culminated in the brilliant sea fight off Flamborough Head. Being in charge of the gun deck and second in command on the *Richard*, he was the first to board the *Serapis* when she struck her flag, and not until after he had taken possession of her did he discover that he had been severely wounded.

In 1779-80 he cruised with Jones in the frigate *Alliance* and later returned to America with his commander on the *Ariel*, arriving early in 1781. From 1783 to 1794 he commanded East Indiamen in the Merchant Service.

In 1794 Washington appointed him a captain in the new Navy. His first naval duty was the superintending of the construction of a frigate at Norfolk. In 1795 he obtained a furlough from the Navy, returned to the Merchant Marine, sailing for Canton, China, in command of the *Ganges*. Three years later, when war with France was threatening, this ship was purchased by the Government and Dale made in her the first cruise undertaken by a vessel of the new Navy. In 1801 he was appointed to the command of a fleet of five vessels, of which the frigate *President* flew the broad pennant of the commodore.

After effectively protecting American commerce in the Mediterranean, Dale sailed for home in 1802, retired from the Navy, ranking then as the third officer of the service. Two of his sons entered the Navy; Richard, who was killed in action, and John, who died in the service.

Richard Dale

1756-1826



The schooner, *Baltick*, type of the smaller vessels in which the Revolutionary privateersmen put to sea. Paintings of American ships as old as this are exceedingly rare.

MASTER mariner and United States consul-general to Algiers, Richard O'Brien was born in Maine in 1758. As a boy he went with his parents to Ireland, but after a brief stay he became apprenticed to a captain of a merchant vessel and sailed to America. He continued in the merchant service and became a skillful seaman and navigator.

During the American Revolution he engaged in privateering and for a time served as a lieutenant on board the brig *Jefferson*. At the end of the war he became master of the ship *Dauphin*, owned by two Philadelphia merchants, but while sailing near Lisbon on July 30, 1785, was captured by Algerine Pirates. During the ten year period of his captivity he carried on an extensive correspondence with prominent Americans regarding Algerine affairs. When peace was made between the United States and Algiers in September, 1795, and he was released, he conveyed a copy of the treaty to Lisbon to be countersigned by the United States' peace commissioner, David Humphreys. From Lisbon O'Brien went to London for funds to put into operation the treaty; then returned to Algiers in March 1796; and in June sailed to the United States to transact further business relative to the treaty. The following October he was commissioned to conclude a treaty of peace with Tripoli, and within less than a month had successfully performed the task. In July, 1797, he was appointed consul-general to Algiers, in which capacity he served with distinction until November, 1803.

O'Brien aided Commodore Preble in negotiating with the Pasha of Tripoli; then, in December, 1804, he returned to the United States. He settled in Philadelphia and in 1808 became a member of the Pennsylvania Legislature.

Richard O'Brien

1758-1824



JOSHUA BARNEY
Commodore

A merchant Captain at the age of fifteen, he was commodore of a Squadron during the American Revolution and a courageous privateer during the War of 1812.

The *Hyder-Ally*, Captain Barney, captured the *General Monk* in a brilliant battle.



HIS father, early in 1771, entrusted Joshua Barney to a Baltimore pilot aboard whose craft he enjoyed "a short but useful experience."

In January, 1775, while on a voyage to Nice with a cargo of wheat, the captain died and there being no mate, Barney, at the age of fifteen, took command of the vessel. After bringing the ship into Gibraltar, he negotiated a loan to have her repaired, sold the cargo to advantage, and, after a series of remarkable adventures, the youthful captain recrossed the Atlantic and astounded the ship owner with his romantic story.

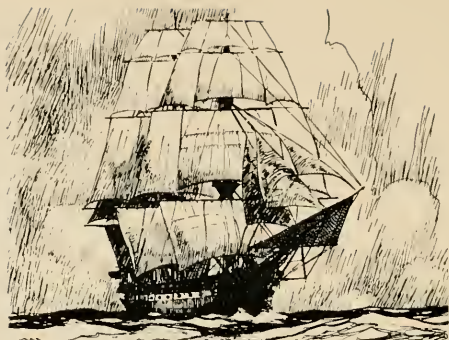
In October, 1775, he joined Commodore Hopkins' squadron and distinguished himself in the Bahama campaign. In June, 1776, he was commissioned lieutenant in the Navy by Robert Morris, president of the Marine Committee of Congress "in consequence of his good conduct with the flotilla."

For a brilliant exploit as captain of the *Hyder-Ally*, Barney received the thanks of the state of Pennsylvania and was presented with a special sword of honor. Late in 1782 he carried official dispatches to Benjamin Franklin in Paris and was received with honors by General Lafayette. Returning to the Merchant Service, Barney took command of the *Cincinnatus* out of Baltimore and arrived at Havre with the new United States minister to France, James Monroe.

During the War of 1812 he engaged in privateering, numerous and valuable prizes being taken by the armed vessels under his control and often under his personal command. Wounded during the gallant campaign in defense of the City of Washington, he was presented with a sword of honor by that city and was appointed naval officer of Baltimore.

Joshua Barney

1759-1818



The *U.S.S. Constitution*, "Old Ironsides"



COMMODORE
EDWARD PREBLE

Trained in the United States Merchant Marine, Edward Preble was in command of a squadron in the War with Tripoli. His flagship was the *U.S.S. Constitution*.

BORN at Falmouth, now Portland, Maine, in 1761, Edward Preble was the son of General Jedidiah Preble, an officer in the Revolutionary Army. At the age of sixteen he ran away to sea on a privateer of Newburyport, and in 1779 was appointed a midshipman on the frigate *Protector* of the Massachusetts navy.

After the Revolution he spent fifteen years with the United States Merchant Marine and visited many ports of the world, being once captured by pirates.

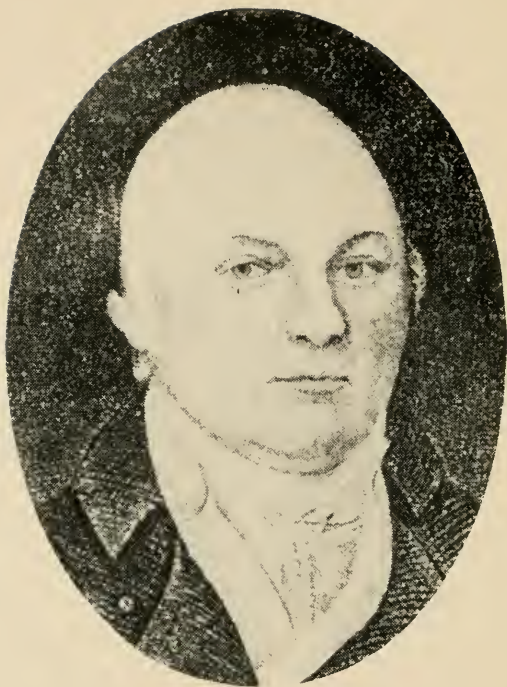
Upon the opening of hostilities with France in 1798, he was appointed lieutenant and given command of the brig *Pickering* in the squadron of Commodore John Barry. He was later made captain of the new frigate *Essex* and set sail with a convoy of merchantmen for the East Indies. The *Essex* thus became the first United States warship to show the flag beyond the Cape of Good Hope.

When the war with Tripoli began Preble was put in command of a squadron to be sent to the Mediterranean. His flagship was the *Constitution* and the squadron included six other vessels; the frigate *Philadelphia*, two brigs and three schooners. A blockade of Tripoli was maintained by the squadron and preparations were made for an attack on the heavily defended town. The squadron bombarded the town and inflicted considerable damage. Four subsequent attacks were made, but Tripoli was not taken. The next year, however, peace was concluded and Preble returned home and engaged in the building of gunboats for the navy.

Impartial in his judgment and free from prejudice, Preble justly earned the admiration of his officers. His squadron was a training school for many of the young officers who later distinguished themselves in the War of 1812. William Bainbridge, Stephen Decatur, Charles Stewart, Isaac Hull, David Porter, and many of the still younger officers, were worthy pupils of a great master.

Edward Preble

1761-1807



CAPTAIN AMASA DELANO of Duxbury, Massachusetts
Master mariner, shipbuilder, explorer and author,
he is one of the great figures in the early history of
the United States Merchant Marine.

A KINSMAN of President Franklin Delano Roosevelt, and one of our earliest shipmasters, Amasa Delano of Duxbury, Massachusetts, was a soldier in the Continental army at fourteen, Captain of his own ship at twenty-three, officer and navigator of the biggest merchantman the country had ever seen, trader, explorer, and amateur botanist.

In 1789, twenty-six year old Amasa Delano shipped on the great new ship *Massachusetts*, as second officer and navigator. When the *Massachusetts* arrived at Canton, China, she was sold by her owners. For a while Delano was engaged in shipbuilding and repair work at Canton and then shipped on an exploring expedition among the islands of the South Seas. After doing some trading for himself he returned to Boston after an absence of six years.

Upon his return he built the two hundred ton ship *Perseverance* and sailed from Boston on November 10, 1799, for Cape Horn and the Pacific Ocean. He traded at Hawaii and Canton, China, and returned to Boston, via the Cape of Good Hope, thus circumnavigating the globe. Delano again fitted out the *Perseverance*, sailed to the Northwest coast of America, the South Seas and to Canton. Then he swung once more around the Cape of Good Hope and returned to Boston. The last voyage which he has recorded carried him to St. Bartholomew in the West Indies.

In his famous "Narratives" Delano has left us interesting accounts of his voyages of trade, adventure, and exploration, and these records are regarded as highly valuable in depicting conditions at sea in the late eighteenth century.

Amasa Delano

1763-1823



A view of BOSTON HARBOR, circa 1773

After a brilliant career as master-mariner, privateer and merchant, GAMALIEL BRADFORD became president of a Boston society devoted to the interests and welfare of seamen.

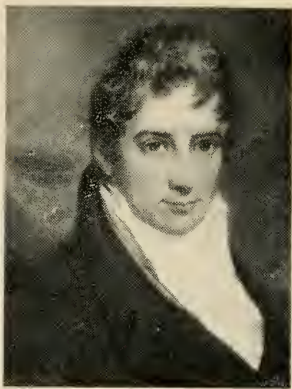
ACCOMPANYING his father to the American camp in 1776, Gamaliel Bradford remained with the Revolutionary Army until 1783. Advanced to a lieutenancy in 1780 he had the reputation of a resolute and brave officer.

Bradford soon decided in favor of a career in the United States Merchant Marine and in 1784 made a voyage to France, where he remained for several months acquiring a knowledge of the language. Later he mastered Latin, Spanish and Italian, as well as making a study of English literature. His many fine letters give evidence of his extensive reading and observation. He was at Venice when Napoleon entered that city in 1807 and his unique account was published and is now on file at the Boston Library.

When in command of a four hundred ton ship in 1799 he was attacked by four French privateers in the Mediterranean Sea. He made a brave and successful resistance and was rewarded by the ship owner for his skill and courage. In 1805, as master of the armed ship *Industry*, he was attacked off Gibraltar by three lateen-rigged pirates. The fight lasted for two hours and in the course of it Bradford received a wound in his thigh which necessitated the amputation of his leg. Going ashore for several years, he pursued his mercantile interests.

In 1798 President Adams offered him the command of a frigate but he felt obliged to refuse the honor. He became president of a Boston society devoted to the interests and welfare of seamen. Chosen a member of the Massachusetts Historical Society he took a lively interest in its affairs and prosperity.

Gamaliel Bradford
1763-1824



ROBERT FULTON
One of America's
earliest inventors,
he was the first to
bring the steamboat
into practical use.



Fulton's *Clermont* made her famous thirty-two hour
trip up the Hudson from New York to Albany
in 1807.

ROBERT FULTON, one of America's earliest inventors, exhibited his genius at the early age of ten when he successfully applied paddle wheels in propelling his fishing boat. Three decades later his *Clermont* made her famous thirty-two hour trip up the Hudson from New York to Albany.

The years between the little paddle boat and the *Clermont* were filled with as much disappointment as achievement for the inventor. Success frequently turned to failure and each passing year brought more than its share of misfortune. During the twenty years that he spent in England he invented a machine for spinning flax, a double inclined plane for raising and lowering boats and a cast-iron aqueduct. During this period he did considerable mechanical and architectural drawing and some portrait painting.

Submarine navigation and explosives also came under his eye. In 1801 he experimented under the auspices of the French government but was dismissed after failing to blow up British ships that sailed along the coast. He then went to England but also received scorn when his torpedoes failed to injure the French fleet at Boulogne.

The success of Fulton's *Clermont* in 1807 excited much jealousy and his claim of originality was disputed. He is credited, however, with bringing the steamboat into practical use.

Robert Fulton

1765-1815



The *Franklin* of Boston

JAMES DEVEREUX

Captain Devereux of Salem, took the *Franklin* into Nagasaki in 1799, one of the first United States vessels to trade with Japan.



*B*ORN in Ireland in 1766, James Devereux came to Salem as a boy in the ship commanded by his uncle, John Murphy, a master mariner and merchant.

In 1799, as master of the ship *Franklin*, Devereux made his famous voyage to Japan and his clerk, George Cleveland, has left us the first detailed record of an American ship trading with that nation. For almost two centuries the Dutch East India Company had enjoyed the exclusive right of sending one ship a year from Batavia to trade at Nagasaki. Fearing capture of its vessels by British warships this company chartered American vessels for this annual service for four successive years, 1798-1801. Samuel E. Morison states that "the first American vessel apparently to have this honor was the ship, *Eliza*, of New York." There is a contemporary Japanese painting showing her being lightered off a rock in Nagasaki Harbor in 1798, by several dozen small boats. In 1799 the ship, *Franklin*, of Boston, James Devereux, master, was the lucky vessel, and Captain Devereux's clerk gives us the first full account of an American vessel entering Japan, "a half century before Perry's squadron shattered the isolation of the Shoguns and Samurai."

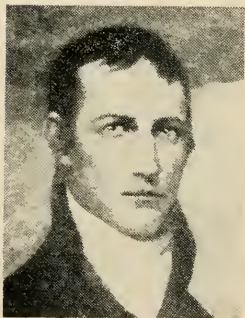
Cleveland's account details the ceremonies that had to be adhered to by the vessels entering this mysterious land. On entering Japanese waters the Dutch ensign was hoisted, prescribed salutes were fired and the Yankee officers had to comply with minute and rigorous regulations during their four months' stay. But they were allowed, carefully guarded, to visit the town, and to bring back private adventures which are still treasured in Salem homes. In 1800 the ship *Massachusetts* of Boston, received the annual charter and in 1801 the ship *Margaret* of Salem pulled off the prize. She was apparently the last American vessel to be received in a Japanese harbor until Commodore Perry broke the isolation of Nippon.

James Devereux

1766-1846



The Crowninshields' ship *America*



JACOB CROWNINSHIELD

Member of a great ship-owning family he was one of four brothers, all of whom commanded ships before they were twenty-one.

MASTER of the *Henry* when he was but twenty-one years of age, Jacob Crowninshield was one of four brothers, each of whom commanded a vessel at about the same age.

Their father, George Crowninshield, had but recently retired from the sea at the age of fifty-five and was soon to rival "King" Derby as a merchant-shipowner. Captain Jacob had a great career before him, crowned by an offer, thirteen years later, of the Navy Department by President Thomas Jefferson. Ill health from long voyages in tropical water obliged him to decline, but the same high office was subsequently conferred on a younger brother by President James Madison.

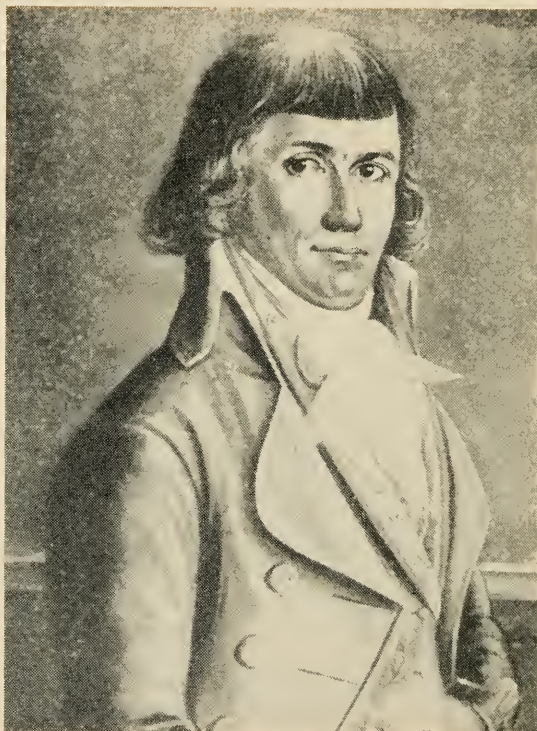
Jacob was regarded as the most gifted member of the family. He was master of the schooner *Active* on a voyage to Europe in 1790. From 1791 to 1794 he took the *Henry* on two highly successful voyages to the West Indies, Calcutta and the Ile de France. In April, 1796, he brought to New York, in the famous armed ship *America*, the first live elephant ever seen in the United States.

In 1801 he was elected to the Massachusetts State Senate. In the following year he defeated Timothy Pickering in a bitterly contested race for the National House of Representatives. He served in the Eighth, Ninth and Tenth Congresses and was regarded as one of the ablest members of his party.

The rugged young viking, who could take a clipper from Salem round the Cape of Good Hope to Calcutta and back again, succumbed to the stuffy, unventilated atmosphere of the old hall then occupied by Congress and died on the floor of the House as he brought his speech to a close.

Jacob Crowninshield

1770-1808



CAPTAIN ELIJAH COBB, of Brewster, Massachusetts

THE eminent Cape Cod shipmaster, Elijah Cobb, initiated his career in 1783, when as a boy of thirteen he shipped from Boston for Surinam as cabin-boy and cook. When he was twenty-four, he set sail for Cadiz, Spain, as master of the brig *Jane* with a cargo of flour and rice.

The story of the *Jane's* capture by a French frigate, her release by the prize court, and Cobb's negotiations with Robespierre to secure payment for his cargo, marked him as one of the keenest merchants of his time. This combination of merchant and seaman characterized the Yankee Master in that early day when our merchant marine was becoming the envy of the world.

Cobb returned to Boston where he was hailed as the leading authority on the ways and means of collecting cargo payments in Europe. He was the first Yankee captain who had traded with the French under the new regime. Then in 1799, giving the French ports a rest, he took the brig *Mary* on a long and successful voyage to Lisbon, London, Rotterdam, St. Petersburg and back to Boston.

Cobb made two or three voyages to Europe in the ship, *Paragon*, and then in 1818 embarked on a brand-new sort of voyage, the African trade. In his ship the *Ten Brothers* he brought back palm oil, gold-dust, ivory and coffee. On his next voyage the tropical fevers claimed most of his crew. Luck and robust health brought Cobb home in safety from this, his last voyage.

The remainder of his long life was spent in Brewster, where his quarter-deck voice was heard in town meetings, and from time to time in the State House in Boston, for there like so many other retired shipmasters, he served his district as Senator.

Elijah Cobb
1770-1851

NO. 9

AMERICAN PRACTICAL NAVIGATOR

AN EPITOME OF NAVIGATION AND
NAUTICAL ASTRONOMY

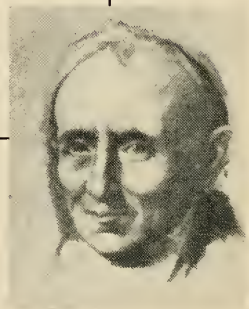
ORIGINALLY BY
NATHANIEL BOWDITCH, LL. D.
(Revised Edition of 1938)

Published by the UNITED STATES HYDROGRAPHIC OFFICE under the
authority of the SECRETARY OF THE NAVY



UNITED STATES
GOVERNMENT PRINTING OFFICE
WASHINGTON : 1938

The first edition of Bowditch's "Practical Navigator" appeared in 1801. It has been translated into a dozen languages, passed through countless editions, and still remains the standard American treatise on navigation.



NATHANIEL BOWDITCH

“AS long as ships shall sail, the needle point to the north, and the stars go through their wonted courses in the heavens, the name of Dr. Bowditch will be revered as one who helped his fellowmen in time of need. . . .”

This tribute by the Salem Marine Society to Nathaniel Bowditch, mathematician, astronomer and navigator, sums up the contributions of this genius who presented to the world the science of navigation as it is known today.

Born in Salem, Bowditch educated himself in his spare time with such zeal that at the age of twenty-one he was unusually well informed and an outstanding mathematician. In 1795 he went to sea on the first of four voyages as supercargo and captain's writer. On a fifth voyage he was made ship's master and part owner.

These voyages convinced him of the many errors in navigation as it was computed in that day and he resolved to rewrite Hamilton Moore's "Navigator." He began work on this and later, aboard the *Astrea*, he began to put his theories into practice. His instructions to the men before the mast gave the *Astrea* a unique reputation: every man of her crew was able to work a lunar and eventually became either a master or a mate.

His "Practical Navigator," published in 1802, was a boon to mariners. "The New American Practical Navigator," today remains a standard authority.

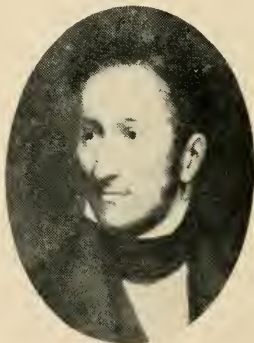
Nathaniel Bowditch

1773-1838



The Custom House, Salem, Massachusetts

NATHANIEL SILSBEE
Commanded the ship
Benjamin when he
was nineteen, and
later entered the
U. S. Senate as a
colleague of Daniel
Webster.



SHIPMASTER, merchant and statesman, Nathaniel Silsbee was born in Salem, Massachusetts. Son of a sea captain, Silsbee shipped as supercargo at the age of fourteen with Captain Magee on the *Astrea*.

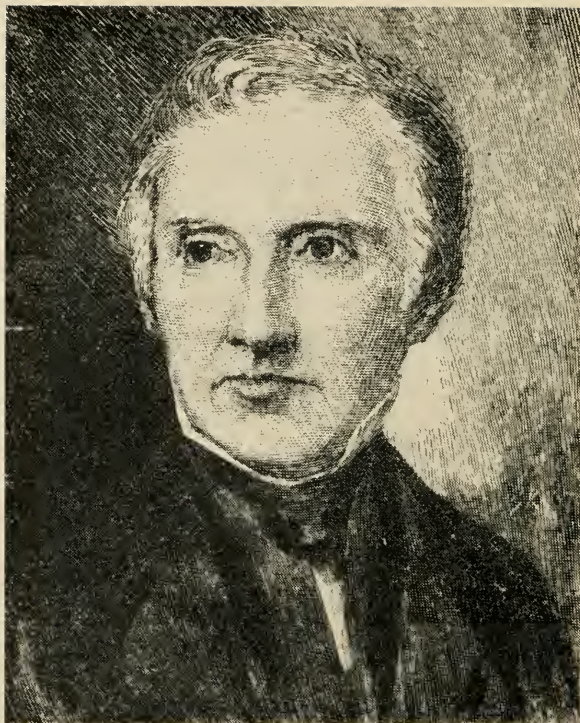
His abilities made rapid advancement possible. When he was but nineteen he was in command of the Derby ship, *Benjamin*, on a famous youngster's voyage to Eastern waters in 1792-94. Silsbee's first mate, Charles Derby was twenty; his clerk Richard J. Cleveland, but eighteen. "The second mate, an old salt of twenty-four, proved subordinate and was put ashore!" With a miscellaneous cargo, these schoolboys made a most successful voyage to the Cape of Good Hope, and Ile de France, using sound judgment as to ports and cargoes, amid embargoes and revolutions; slipping their cables at Capetown after dark to escape a British frigate; drifting out of Bourbon with the ebb tide to elude a French brig-o'-war; returning to Salem after nineteen months absence with a cargo which brought almost five hundred per cent profit to the owner! "The picture of one of those boyish sea-captains," notes John R. Spears in his *Story of the American Merchant Marine*, "flinging the Stars and Stripes to the breeze on the far side of the earth portrays, better than anything ever said, written or done, the spirit of America."

Silsbee made many other profitable voyages to the Orient, Russia and the Mediterranean. At the age of twenty-seven, he was able to retire from the sea to devote his energy to commerce and shipping activities in Salem and Boston.

In 1816 he became a member of the House of Representatives. Ten years later he was Junior Senator from Massachusetts, a colleague of Daniel Webster. During his terms of office, because of his deep interest in the United States Merchant Marine, he was responsible for writing legislation which secured important shipping reforms.

Nathaniel Silsbee

1773-1850



CAPTAIN RICHARD J. CLEVELAND

RICHARD J. CLEVELAND belongs to that era of merchant navigators when the master of the ship was expected to be a shrewd trader. Our success as a maritime nation was based largely upon this combination. Captain Cleveland, kinsman of President Cleveland, was regarded as among the most astute seamen picking up cargoes in foreign ports.

Cleveland began his career in the counting house of E. H. Derby but soon went to sea as captain's clerk, making voyages to China and to California. At twenty-four he was master of the *Lelia Byrd*, one of the vessels which became famous at the new ports from San Diego to San Francisco. Ships of this type would load hides for Eastern ports and return a year later to the Pacific Coast with manufactured goods, thus laying the keel for our great intercoastal trade.

He gained fame for daring voyages as well as for his trading deals. With a crew of four he sailed a 43-ton cutter from Havre to the Cape of Good Hope. During 1789 he beat his way, in monsoon season, from Canton to the Alaskan Coast in a small craft and in the following year he sailed from Calcutta to the Isle of France in a 25-ton sloop.

Richard J. Cleveland
1773-1860



CAPTAIN MOSES ROGERS

Captain Rogers commanded Fulton's *Clermont*, Stevens' *Phoenix*, and in 1819 was in command of the *Savannah*, the first steamship to cross the Atlantic.



The First Trans-Atlantic Steamer

MOSES ROGERS, far-sighted American shipmaster, became enthusiastic over the future of steamships and lived to command three of the earliest types of these vessels.

He sailed out of New London in small craft and was in command of a Long Island Sound ship when twenty-one. He heard of the daring ideas of Robert Fulton and began to speculate upon their future. Rogers came to command Fulton's *Clermont* and Stevens' steamer *Phoenix*. In 1809 he was master of the *Phoenix* when she cleared from Sandy Hook for Cape May on the earliest of the offshore steamboat voyages. Six years later he inaugurated steamer service between New York and Baltimore, commanding the *Eagle*, and later becoming part owner of the bi-weekly line between the ports.

In 1814 and 1815 Captain Rogers patented a horsepower ferry, later adopted by New York ferry lines. By that time he was considered America's outstanding steamer skipper and was assigned to superintend the fitting out of the *Savannah*.

Captain Rogers sailed in the *Savannah* for Liverpool on May 22, 1819, and proceeded to Stockholm and St. Petersburg. This first Trans-Atlantic steamer voyage took twenty-nine days, eleven hours, a passage three days longer than sailing ship time, but one which marks the beginning of ocean-going steamship transportation.

Moses Rogers

1779-1821



The privateer *Saratoga*

In the *Saratoga*, between 1812 and 1813, CAPTAIN WOOSTER took twenty-two prizes, most of them after engagements, and many times against great odds.

CAPTAIN CHARLES W. WOOSTER was a New York Pilot at the outbreak of the War of 1812.

Like many another shipmaster of that day, he immediately took service as a privateer.

In the *Saratoga*, between 1812 and 1813, Captain Wooster took twenty-two prizes, most of them after engagements, and many times against great odds. On one occasion Wooster was obliged to jettison twelve of his guns, leaving the *Saratoga* almost unarmed. Before he could make port he fell in with the eighteen-gun British Ship *Morgiana*. Captain Wooster had spars cut up and blackened. These dummy guns were run out and the enemy was bluffed into striking his colors. He then took aboard the *Morgiana's* guns and proceeded.

One of the many valuable prizes taken by Wooster was the letter of marque *Rachel*, a vessel armed with twelve nine-pounders. At that time she was carrying 15,000 pounds sterling.

The ingenuity and daring of Captain Wooster were typical of the character of the American privateer and made him the scourge of America's enemies and one of her bulwarks against tyranny in the days of her greatest peril.

Charles W. Wooster

1780-1848



Hongs and Waterfront of Canton, China



CAPTAIN JOHN SUTER

The Nor'westmen, of whom Captain Suter is an outstanding example, left from Boston and traded for furs with the Indians of our Northwest Coast, sold these furs at Canton, China, and returned home by way of the Cape of Good Hope with rich cargoes from the Orient.

BORN of Scots parents near Norfolk, Virginia, in 1781, John Suter, at the age of eight made his way to Boston on a schooner. "The child was befriended by a Boston pilot," relates Samuel E. Morison, in his *Maritime History of Massachusetts*, "who taught him to hand reef, and steer, to read his Bible, and to live straight."

At seventeen Suter began his deep sea voyages. The next two years brought adventures enough to have dampened anyone's ardor for seafaring; privateering against France, capture and a Brest dungeon; a West India voyage, impressment into a British frigate, an attack of small pox, and one of "yellow-jack." Yet no sooner was the boy back in Boston than he shipped as foremost hand on the ship *Alert* outward bound to the Northwest Coast and Canton.

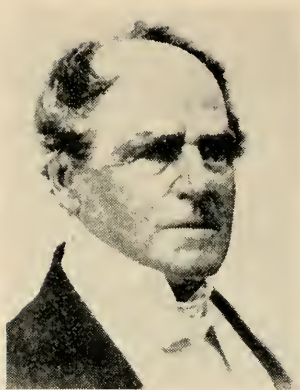
John Suter did so well on his first Northwest voyage that on his second, in 1804, he sailed as mate and assistant trader on the ship *Pearl*. On her return voyage, he was promoted to master and supercargo, and made a most successful voyage to the northwest coast and Canton. Having proved himself both a keen trader and an able master Captain Suter was appointed to succeed William Sturgis on the *Atahualpa*. Owing to the War of 1812 and the presence of enemy cruisers in the Pacific, Captain Suter sold the *Atahualpa* at Hawaii at considerable sacrifice; but he got enough furs into Canton to send home, after peace was concluded, a cargo that netted the owners a handsome profit on their original "adventure".

One interesting anecdote survives regarding this outstanding Nor'westman. "He was more deeply religious than most New England born sea-captains, and read the Bible aloud daily on shipboard. One young scamp of a supercargo amused himself by putting back the bookmark at the conclusion of every day's reading, until the Captain remarked mildly that he seemed to be having head winds through the Book of Daniel!"

"After a sixth and seventh voyage around the world," concludes Morison's account, "Captain Suter settled down in Boston to the tranquil joys of home and family, that he had fairly won from sea and savage barter."

John Suter

1781-1852



WILLIAM STURGIS

"More than half of the trade carried on from the United States with the Orient was under the direction of the firm of Bryant and Sturgis."

The *Atahualpa* in Macao Roads, port below Canton, China, where Sturgis beat off an attack of sixteen pirate junks.



*W*ILLIAM STURGIS, great shipmaster and owner, was born at Barnstable, Cape Cod, Massachusetts. When he was fourteen years of age he began his career in a counting house at Boston. On the death of his father in 1798 he left Boston as sixteen-year-old foremast hand on the ship *Eliza*.

His voyages took him to the northwest coast, where the ships bartered goods with the Indians for furs. Sturgis cultivated friendly relations with the natives, learned their language, and became a very popular trader with them. At the age of nineteen with less than four years' experience, he became master of the ship, *Caroline*. As master of the *Atahualpa* in 1809 he beat off an attack of sixteen pirate junks in Macao Roads.

In the following year the great house of Bryant and Sturgis was formed, an association which lasted for fifty-three years. It has been said that more than half of the trade carried on from the United States with China and the other countries of the Pacific was under their direction. They also had dealings in nearly every quarter of the globe.

Sturgis represented Massachusetts in the Congress of the United States for twelve years, was a member of the State Senate in 1827 and 1836, and a member of the convention for revising the Constitution of Massachusetts. He was president of the Boston Marine Society, to whose activities he made important contributions and to whose funds he was a liberal benefactor.

William Sturgis
1782-1863



MATSON HALL



FISHER FIELD



GORDON HALL



OAD



BURNHAM HALL

Legend

- BURNHAM HALL...2
- FORBES HOSPITAL...1
- GORDON HALL7
- GRAY HALL9
- HAAG HALL4
- LOW HALL8
- MATSON HALL...3
- PEARSON HALL...6
- PORTER HALL....5
- ROWAN HALL10
- WATERMAN HALL..11

R FIELD

COGGESHALL ROAD

ROAD

THOMAS ROAD

WILSON ROAD

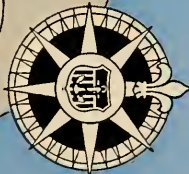
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HAAG HALL



San Francisco Bay

(The United States)
MERCHANT MARINE
CADET BASIC SCHOOL
San Mateo, California



The Privateer
General Armstrong

SAMUEL C. REID

Under his command
the privateer brig
General Armstrong
with nine guns and
twenty men twice
repulsed the attack
of three men-of-war
armed with one hun-
dred and thirty guns
and two thousand
men.



FOLLOWING in the footsteps of his father, Samuel Chester Reid was at sea before he had reached his twelfth birthday. After many voyages across the Atlantic on merchant vessels, Reid entered the United States Navy and rose to the position of Captain.

Under his command the privateer brig *General Armstrong* achieved one of the most notable feats of the War of 1812. With nine guns and ninety men he twice repulsed the attack of three enemy men-of-war armed with one hundred and thirty guns and two thousand men, finally scuttling his ship in the harbor of Fayal. He had inflicted two hundred and fifty enemy casualties with the loss of only three men.

Reid later became warden of the port of New York during which time he invented and installed a signal telegraphy system at the Battery and at the Narrows. He also was responsible for regulations governing the operation of pilot boats off Sandy Hook. Upon his suggestion the thirteen stripes were retained in the National Ensign and the number of stars was increased to denote added states in the Union. The flag made by his wife was approved by Congress on April 4, 1818, and was hoisted to fly over the Capitol.

Samuel C. Reid

1783-1861



The Letter-of-Marque Schooner *David Porter*

CAPTAIN
GEORGE COGGESHALL

Merchant, privateer
and author, he distinguished himself during the war of 1812 as captain of the privateers *David Porter* and *Leo*.



MERCHANT captain, privateer and author, George Coggeshall left his home in Milford, Connecticut, to go to sea "as soon as he was old enough to bear a message from the quarterdeck to the forecastle."

His father, an ardent Revolutionary patriot, had been a shipmaster who had suffered in the prison ship *Jersey* and had lost several vessels in the trying war times. At fifteen George made his first long voyage when he shipped to Cadiz as cabin boy in a schooner commanded by a Milford captain. In 1809 Coggeshall received his first command and for almost sixty years he followed the sea.

During the War of 1812 he distinguished himself as captain of the privateers *David Porter* and *Leo*. The *Leo* was captured off Lisbon by the frigate *Granicus* and Coggeshall was delivered as a prisoner at Gibraltar. Two days later he effected his escape from the fortress and returned to New York.

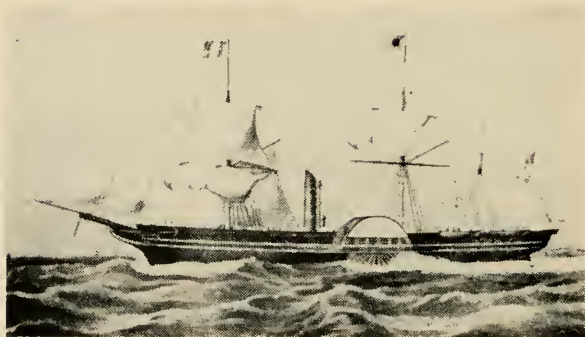
In the long years at sea he read diligently and kept a careful and detailed journal and on his retirement he turned author. His "History of American Privateers and Letters-of-Marque" is the most important of his works and remains an important source book on the history of privateering. It contains two important chapters on his own exploits. Coggeshall wrote a clear, terse seamanly English "flavored with a dash of quaint elegance."

George Coggeshall

1784-1861



CHARLES H. MARSHALL
Captain Marshall
superintended the
building of many ves-
sels, among them the
two-thousand ton
steamer *United States*.



The Steamer *United States*

ACTIVE in promoting the welfare of seamen, Charles Henry Marshall was one of the nation's early pioneers in the Merchant Marine. He shipped out of Nantucket as a boy and remained at sea until 1834, having by that time become famous as a master in the Western ocean trade.

Marshall commanded the Black Ball packet *Britannia* and was part owner of the *Europe* and the *Illinois*, well known ships of that day. When he finally came ashore, after having made ninety-four crossings of the Atlantic, he became manager of a packet line, a berth which he held for thirty years. He superintended the building of many vessels, among them the two-thousand-ton *United States*.

Captain Marshall was president of the Marine Society, a trustee of Sailors' Snug Harbor and commissioner of pilots in New York.

Charles H. Marshall
1792-1865



The Clipper Ship *Great Republic*, the largest merchant ship of her time



NATHANIEL B. PALMER

Captain Palmer commanded the finest clippers in the fleet of A. A. Low and Brothers, New York merchants engaged in the China trade. When these merchants bought Donald McKay's *Great Republic* he was retained as technical consultant to supervise her rebuilding.

SEVEN hundred miles southeast of Cape Horn, on the fringe of the Antarctic Continent, is a vast area designated on charts of the world as Palmer Land, a tribute to the young shipmaster who first sighted this strip of coastline and then went on to become one of America's outstanding clipper and packet skippers.

Captain Nathaniel B. Palmer, master of the forty-ton sloop *Hero*, was still in his twenties when he discovered Palmer Land while on a sealing voyage. Going into merchant shipping, Captain Palmer sailed many times across the Pacific and in 1883 was placed in command of an American packet.

Later he made voyages to the Orient and became associated with the important China merchant, A. A. Low, whose vessels he commanded and helped to construct. The reputation of N. B. Palmer as a technical consultant was so highly regarded that he was retained to supervise the rebuilding of Donald McKay's *Great Republic* after that vessel burned in 1853.

Palmer's versatility ranged from exploration and trading to yachting and ship designing. He owned as many as fifteen yachts, among them the schooner *Juliet*, which he had designed himself. Captain William Clark, in his book "The Clipper Ship Era," states that Palmer was a man of rugged appearance and "a skillful yachtsman, excellent shot and truthful fisherman."

Nathaniel P. Palmer

1799-1877



The Collins liner *Adriatic*, one of the most successful wooden paddlers on the Atlantic



EDWARD K. COLLINS

In 1847 he established the steamship company whose purpose was to secure for the United States the supremacy of the Western Ocean.

EDWARD KNIGHT COLLINS was born in that region rich in the tradition of the sea, Truro, Cape Cod, Massachusetts. He learned the shipping business in the counting houses of New York merchants and as supercargo on voyages to the West Indies.

By 1825 he was managing a fine line of packets between New York and Vera Cruz. In 1836 he joined in the Liverpool passenger trade when he organized the Dramatic Line, so called because he named his vessels for famous actors. One of these ships, the *Roscius*, was the largest merchantman afloat when she left the stocks in 1839.

In 1847 Collins undertook an ambitious and patriotic venture which was to secure for the United States the supremacy of the Western Ocean. In April, 1850, the *Atlantic*, first of the United States Mail Steamship Company liners, was completed. The *Pacific*, the *Arctic* and the *Baltic* soon followed and these four great vessels were popularly referred to as the "Collins Line." Collins wanted speed, size and comfort and he achieved them in these great liners. They were probably the strongest wooden steamships ever constructed.

For several years the four great vessels made their voyages with extraordinary regularity and freedom from serious accident.

Personally, Collins was a man of active mind and great energy, qualities which were combined with complete modesty. In the days of his prosperity, he gave liberally to worthy causes, always with the understanding that his name should not be mentioned.

Edward K. Collins

1802-1878

JOHN ERICSSON

Some of the greatest changes that have come about in the propulsion of ships can be traced to the genius of this inventor and engineer.



The *Monitor*, which Ericsson designed for the Union

SOME of the greatest changes that have come about in the propulsion of ships can be traced to the genius of John Ericsson, inventor and engineer, who conceived and put into practical use the forerunner of the present-day screw propeller.

Born in Wermland, Sweden, in 1803, John Ericsson went to England as a young man and made important experiments on the Thames. Coming to the United States in 1839 he was engaged to construct a screw ship for the Delaware and Raritan Canal. The vessel came from Liverpool to New York under sail carrying her own machinery and was outfitted after her arrival. She was named the *New Jersey* and was operated on the Delaware for a quarter of a century.

During 1841 Ericsson furnished designs for the screw warship *Princeton*, the first vessel to have her propelling machinery below the waterline, out of reach of hostile shot. This design led to the reconstruction of the navies of the world.

Upon launching of the Confederate vessel, the iron-clad *Merrimac*, Ericsson again made history by designing the famous *Monitor* for the Union. This vessel, launched in one hundred days, went out to engage the *Merrimac* and thus save Union shipping.

John Ericsson

1803-1889



CAPTAIN ROBERT B. FORBES
A pioneer in the improvement of American Ship
Construction.

A PIONEER in the improvement of American ship construction, Robert B. Forbes was also an ardent exponent of training for officers and men of the Merchant Marine. Many of his suggestions were carried out during his lifetime while others were adopted after his death.

When only twenty years old he sailed as master of a ship on a three year voyage around the world. In the decade that followed he was master of many ships in the China trade, eventually becoming known as one of Boston's outstanding merchants.

During one of his voyages Captain Forbes invented the "Forbes' Rig," the forerunner of the double topsail. He also is credited with the innovation, used by Donald McKay, of seasoning a ship by filling the tunnels in the keelson with salt pickle. Captain Forbes was among the first to advocate use of the screw propeller and the iron hull.

In 1847, after he had retired, Captain Forbes volunteered to command the *U.S.S. Jamestown*, which had been loaded with provisions to relieve the famine sufferers of Ireland. He took that vessel across the Atlantic in thirteen days and eleven hours. Captain Forbes gave energetic support to coastal life-saving work and during the Civil War he organized a short-lived Coast Guard unit.

Robert B. Forbes

1804-1889



MATTHEW FONTAINE MAURY

From data compiled from his celebrated Wind and Current Charts, Maury published his great book, which brought him world renown, "The Physical Geography of the Sea."



THE
PHYSICAL GEOGRAPHY
OF
THE SEA.

BY M. F. MAURY, LL.D., U.S.N.,
SUPERINTENDENT OF THE NATIONAL OBSERVATORY.

AN ENTIRELY NEW EDITION, WITH ADDENDA.

NEW YORK:
HARPER & BROTHERS, PUBLISHERS.

LONDON:
SAMPSON LOW, SON & CO.
1859.

AT the age of nineteen, Matthew Fontaine Maury entered the United States Navy as a midshipman.

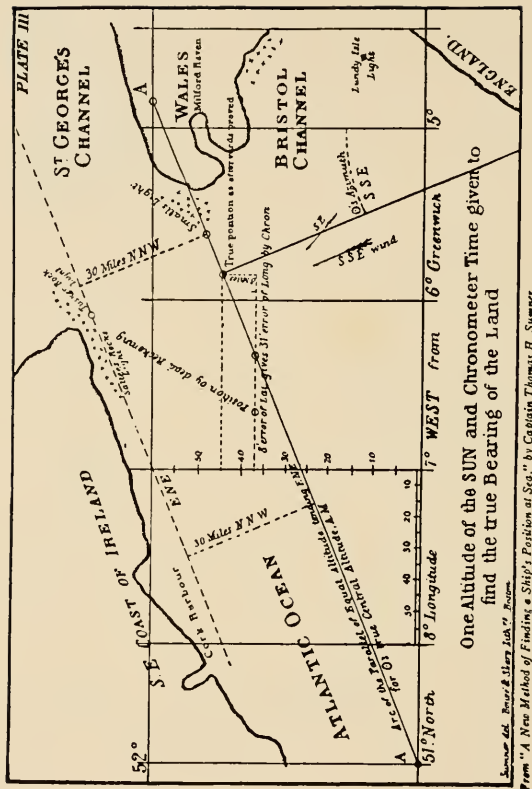
He made his first voyage in the frigate *Brandywine*, on which General Lafayette was returning to France.

During this passage Maury was struck by his inadequate knowledge of mathematics. He resolved to gain knowledge which would prove helpful to men of the sea.

To accomplish this, Maury commenced a thorough study of his profession, becoming an authority on meteorology and hydrography. His celebrated wind and current charts were soon recognized as being responsible for many fast passages and, in addition, they increased the safety of navigation. From this work came the book that gave him world renown: "Physical Geography of the Sea."

It was Maury who first suggested to Cyrus Field the feasibility of a Trans-Atlantic cable. When laying of the cable was approved, Maury mapped the route over which it was placed.

Matthew F. Maury
1806-1873



The original illustration which accompanied CAPTAIN THOMAS H. SUMNER's explanation of his discovery of the Line of Position

“It is fitting that we should do honor to the man who discovered the Sumner Line and thereby gave us a completely new concept of the Line of Position,” writes Lieutenant Commander P. V. H. Weems, on the occasion of the centenary of this important discovery. Perhaps no one person has influenced the art of celestial navigation more than Captain Sumner. Aside from his own book published in Boston in 1843 entitled, “*A New and Accurate Method of Finding a Ship’s Position at Sea*,” there have been numerous books and articles written, explaining and developing the concept of the Sumner Line, so clearly demonstrated by this Merchant Marine Captain on a voyage to England in 1837.

Thomas H. Sumner was born in Boston on March 20, 1807. His immigrant forefather was a mariner who came to New England in 1636. Thomas W. Sumner, his father, was an architect and a Massachusetts congressman in 1805-11 and 1816-17. Captain Sumner attended Harvard University where he received his A.B. degree with the class of 1826. He began his career in the United States Merchant Marine when he shipped for Canton, China, as a sailor, and later rose to command a vessel in the days when American Clipper Ships were circling the globe. In 1837 as master of the ship *Cabot* of Charleston, South Carolina, he made his important discovery.

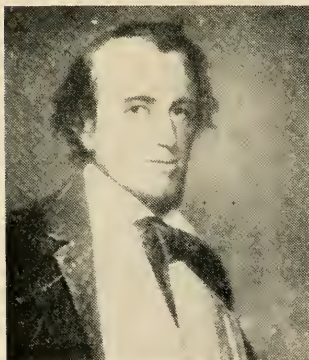
In the first year of publication of Captain Sumner’s book, an order was given to supply it to every ship in the United States Navy. The principle of Sumner’s method received a very important development when Admiral Marcq Saint-Hilaire proposed his method of comparing a computed altitude with the observed altitude of the body instead of using the time-sight method. It is these principles—the Sumner Line, and the method of Marcq Saint-Hilaire—which comprise the backbone of present-day-position-line navigation.

Thomas H. Sumner

1807-1876



The *Challenge* built by William H. Webb and Com-
manded by Captain Waterman on her initial run
from New York to San Francisco.



CAPTAIN
ROBERT WATERMAN

Capt. Waterman gain-
ed fame for his re-
markably fast passages
in the *Natchez* and
later in the fast tea
clipper *Sea Witch*. In
1851 he took the new
clipper *Challenge* from
New York to San
Francisco.

CAPTAIN ROBERT "Driving Bob" WATERMAN, an exceptionally capable navigator, received his early training in the ships of the Black Ball Line. At the age of twenty-one Waterman was first mate on the *Britannia*, under the veteran master Charles H. Marshall, and in 1833, when only twenty-four years of age, he was given command of the fine, fast, *South America*, one of the newest and largest of the Black Ballers, a position demanding the highest grade of seamanship and unusual business ability.

Leaving the Western Ocean, Waterman gained fame in the China trade with the *Natchez*. The owners of the *Natchez* were so favorably impressed by the ability of their young captain that they built the tea clipper *Sea Witch* for him in 1846. During the three years that he commanded the *Sea Witch*, Captain Waterman added to his list of notable achievements by making many fast passages between New York and China.

With the discovery of gold in California and the resulting demand for fast voyages around the Horn, the noted shipbuilder William Webb launched the *Challenge* in 1851, hoping to lower the record of the *Flying Cloud* on the run to the Golden Gate. "Driving Bob" was appointed master and amid much fanfare the vessel cleared port; but the record was not broken.

In 1853, however, the *Challenge* sailed from Canton, China, to Deal, England, in 105 days, beating by a day the best previous record, held by the English Clipper *Chrysolite*.

Retiring from active sea duty, Capt. Waterman accepted the Post of Port Warden and Inspector of Hulls in San Francisco, a berth he held for twenty-eight years.

Robert H. Waterman

1808-1884



The *Red Jacket*, designed by Samuel A. Pook,
of Boston.



CAPTAIN ASA ELDRIDGE
Sailing from New York
in January of 1854, Cap-
tain Eldridge drove the
Red Jacket through sleet
and snow to a record of
thirteen days and one
hour from Sandy Hook to
Liverpool.

THE Liverpool packets—the flash ships of the Collins, Red Cross, Swallow Tail, Dramatic, and many other lines—mark the beginning of the American Merchant Marine's tradition of having smart ships, officers, and crews on the exacting North Atlantic run.

It was in this service that Asa Eldridge distinguished himself. In command of the ship *Roscius*, then our largest merchantman, Eldridge was one of the most famous masters on the New York to Liverpool route. He was asked by Cornelius Vanderbilt to take the new 260-foot steam yacht *North Star* on a fifteen thousand mile cruise through European waters. After this four months' voyage he was given command of the new extreme clipper *Red Jacket*.

Sailing from New York in January of 1854, Captain Eldridge drove the new ship through sleet and snow to a record of thirteen days and one hour from Sandy Hook to Liverpool. He brought the clipper up the Mersey under sail and astonished the waiting crowds by docking her without the aid of tugs.

The *Red Jacket* was sold and Captain Eldridge was given command of the Collins Line steamship *Pacific*. Somewhere in the Atlantic on a westward crossing two years later this great ship disappeared with the loss of Captain Eldridge, his passengers and crew.

Asa Eldridge
1809-1856



The California Clipper *Surprise*, one of the most successful clipper ships ever constructed.



CAPTAIN
PHILIP DUMARESQ

Captain Dumaesq drove the Clipper *Surprise* to a new record of ninety-six days from Sandy Hook to San Francisco Heads in 1851, reefing topsails but twice over the 16,308 mile course.

AMONG the most famous names in early American shipping is that of Philip Dumaresq, who descended from a long line of merchant officers.

Dumaresq went on a China voyage to improve his health and soon was placed in command of Yankee clipper ships.

He received his first command at twenty-two in the employ of Russell and Company, China merchants. Through the years that followed he was known for his expert navigation and his quiet, effective discipline.

One of his many dramatic arrivals in port occurred at San Francisco during the clipper era when heavy wagers were placed on the sailing time of ships between Sandy Hook and Golden Gate. It was the custom to crack on sail from anchor to anchor so that skippers might earn the three thousand dollar bonus that came with making the Cape Horn voyage in under one hundred days.

Captain Dumaresq commanded the clipper ship *Surprise*, due to arrive that morning or her backers would lose twenty thousand dollars. San Francisco Bay was blanketed in fog; the ship apparently had not reached port. Money was about to change hands when the report came that the *Surprise* was at anchor off the city. Captain Dumaresq had boldly entered port, only ninety-six days from New York.

At the age of fifty-two, Captain Dumaresq was lost at sea while on a ship bound from Boston to New York.

Philip Dumaresq
1809-1861



DONALD MCKAY

The most famous of America's great builders of Clipper Ships launched sixteen of the finest and swiftest of them from his yards in East Boston between the years 1850 and 1853.

The *Lightning* holds the day's run record for sailing ships, 436 nautical miles in 24 hours.



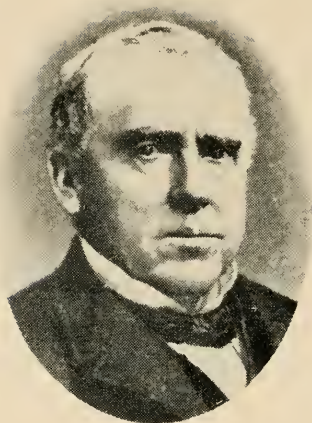
DESIGNER and builder of great clipper ships and packets, Donald McKay enjoyed a brilliant career in the history of American shipbuilding. From boyhood in Shelburne, Nova Scotia, and apprenticeship in the shipyards of Isaac Webb, McKay progressed steadily to the pinnacle of success in all his undertakings.

Discovery of gold in California in 1849 brought a vastly increased demand for an entirely new type vessel—one which could carry freight at sixty dollars a ton swiftly and safely. It was then that McKay began to lay the keels of the extreme clippers. These mighty ships, with their fine lines and great spreads of canvas, their ability to hold the sea in heavy weather or to sail in light airs, spread the reputation of the United States Merchant Marine.

McKay's *Flying Cloud* became the famous ship of her time. His *James Baines* held the Trans-Atlantic record of twelve days and six hours from Boston to Liverpool and, in addition, made a remarkable around-the-world voyage of one hundred and thirty-four days actual sailing time. Another of his ships, the *Lightning*, holds the day's run record for sailing vessels, having once logged four hundred and thirty-six nautical miles in twenty-four hours. His genius for speed and beauty in sailing ships has never been surpassed.

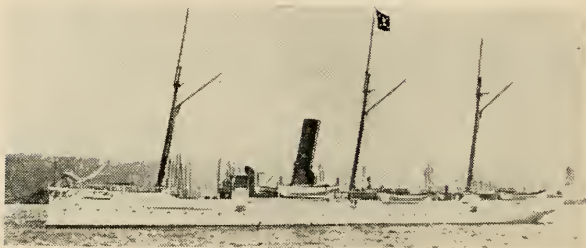
Donald McKay

1810-1880



JOHN ROACH

Known as the "father of iron-ship-building" in the United States, he began his career as a foundry worker and attained a position of world renown.



The famous dispatch-boat *U.S.S. Dolphin*, one of the one hundred and twenty-six vessels launched by John Roach between 1872 and 1886.

KNO**W**N as the "father of iron shipbuilding" in the United States, John Roach stands as one of the earliest champions for a great modern United States Merchant Marine.

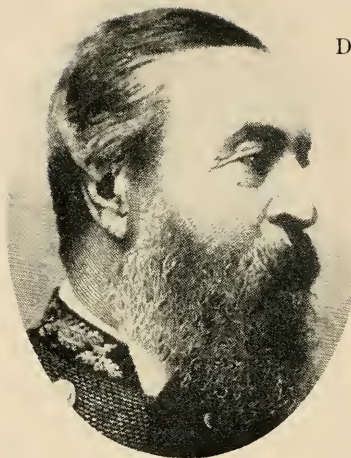
Roach began to learn the moulder's trade soon after arriving in this country at the age of sixteen. He advanced to own his own works and eventually became a successful builder of great iron ships. In these days of daring enterprise, when so many American fortunes were made, Roach acquired and lost huge sums of money, but after each reversal he managed to return with greater strength.

He maintained his faith in American shipping and launched one hundred and twenty-six vessels between 1872 and 1886, among them the dispatch boat *Dolphin*, the steam frigate *Nashaminy* and the steamboats *Bristol* and *Providence*.

Roach bought many shares in the vessels he built and obtained interests in a number of steamship lines. He envisioned the building of twenty large Trans-Atlantic liners which were to have been operated in conjunction with all American continental trunk lines. Although the plan received Presidential approval, his vision was not realized.

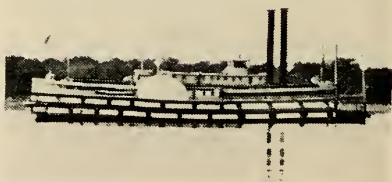
John Roach

1813-1887



ADMIRAL
DAVID DIXON PORTER

In 1849, David D. Porter, who later gained renown in the taking of New Orleans during the Civil War, brought the merchant steamer *Panama* from New York to San Francisco.



Porter's Flagship the *U.S.S. Black Hawk*

THE *Panama*, third of the pioneer steamers of the Pacific Mail Company to enter the port of San Francisco, was under the command of David Dixon Porter, who later added to his renown in the taking of New Orleans during the Civil War.

Born in Chester, Pennsylvania, in 1813, Porter cruised with his father in the West Indies at the age of ten. Shortly after his appointment as midshipman in 1829, he sailed on the *U.S.S. Constellation* for the Mediterranean station.

Assigned to the *Spitfire*, as First Lieutenant in the Mexican War, his distinguished service was recognized and he was given command of that vessel, his first naval command.

In 1849 he obtained command of the merchant steamer *Panama*, which had just been completed at the yard of the well-known shipbuilder William Webb. Porter experienced no difficulty in taking the wooden side-wheel steamer out of New York, through the Strait of Magellan and into the port of San Francisco. On returning home he commanded the mail steamer, *Georgia*, for two years, making regular trips between New York and Havana and Chagres.

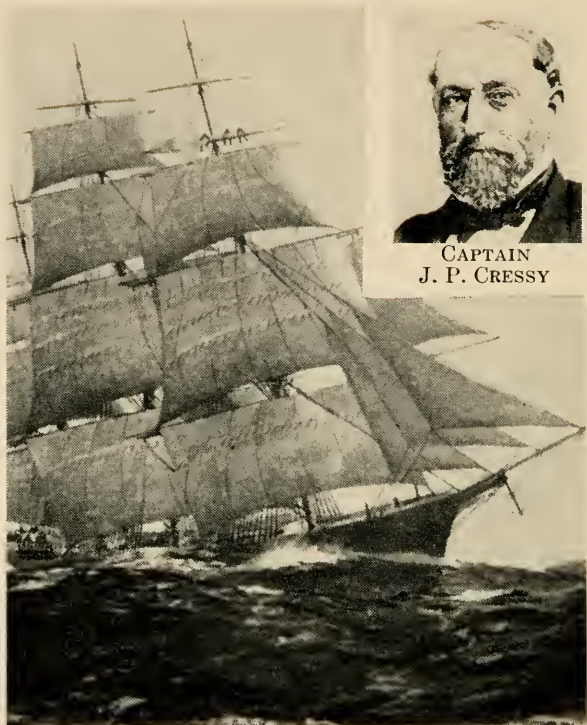
During the Civil War Porter played a prominent part in planning and carrying out the New Orleans expedition. When Admiral Farragut ran past the forts below New Orleans, the mortar flotilla under Commodore Porter maintained a continuous bombardment. Later when Farragut's fleet ran past the Vicksburg batteries Porter's flotilla again covered the movement.

In 1865 Porter began four epoch-making years as Superintendent of the U. S. Naval Academy, effecting many notable improvements.

On the death of Farragut in 1870 Porter succeeded him as Admiral. From 1877 until his death he served as head of the Naval Board of Inspection.

David D. Porter

1813-1891



The *Flying Cloud*, Captain Cressy, made the passage from New York to San Francisco in eighty-nine days and twenty-one hours.

EARLY enthusiasm for the sea and ships impelled Josiah Perkins Cressy to sail out of Marblehead in a thirteen-foot dory when a boy to meet the home-coming Indiamen and talk with their officers and crews.

When he left for sea it was to go to the east, sailing in China clippers, those intrepid Yankee vessels which captured the Oriental trade for America. Because of his fast passages, Captain Cressy was chosen to command Donald McKay's greyhound, the clipper *Flying Cloud*. At the age of thirty-seven, after fourteen years as a shipmaster, he took over the vessel and cleared in her in 1851 to make a record passage of eighty-nine days, twenty-one hours from New York to San Francisco. During the voyage, three spars were carried away and while thrashing to the westward around Cape Horn the *Flying Cloud* made a day's run of three hundred and seventy-four miles, which was in excess of the best speed attained by any craft up to that time.

Captain Cressy's passage was to be equalled only twice; once by himself in the *Cloud*, and again, years later, by the Mystic-built medium clipper *Andrew Jackson*. On five voyages out to San Francisco the *Flying Cloud* established records which made her the fastest sailing ship the world has ever seen. A great deal of the credit was due to Captain Cressy.

Josiah P. Cressy

1814-1871



The Port of San Francisco, June 1, 1849

"The first clipper to pass through the Golden Gate, and the only one before 1850, was the *Memnon*," states Arthur H. Clark in "The Clipper Ship Era." She was commanded by Captain Joseph R. Gordon.

"**T**HE first clipper to pass through the Golden Gate, and the only one before 1850, was the *Memnon*," states Arthur H. Clark in "The Clipper Ship Era." Under the command of Captain Joseph R. Gordon, the *Memnon* left Sandy Hook on the eleventh of April, 1849, and made the fine passage of nineteen days to the Line. She passed through the Golden Gate on the twenty-eighth of August, one hundred twenty-three sailing days from New York. Aside from the little Baltimore Clippers, this was the best run that had been reported up to that time. Most passages exceeded one hundred and fifty days.

The *Memnon* was a fine, sharp, heavily sparred clipper of 1068 tons, built by the New York shipbuilders, Smith and Dimon, in 1847 and owned by Mr. F. A. Delano. The *Memnon* had proved her mettle, even before her initial fine run to San Francisco. On the sixth of November, 1848, under Captain Gordon she left New York for Liverpool and made the run in fourteen days and seven hours, breezing past the steamship *Europe* on the way, at thirteen knots.

On September 27, 1850, Captain Gordon again brought the *Memnon* into San Francisco Bay after another fine run of one hundred and twenty-two days from New York.

In November the *Memnon* cleared for China and arrived at Canton with another record of thirty-six sailing days from San Francisco. In August, 1851, the *Memnon*, Captain Gordon, took her departure from Whampoa, China, and set sail for London. Captain Gordon took the short cut through Macclesfields Strait—the passage between Banca and Pulo Leat. Near the spot where the British clipper *Lammermuir* was lost several years later, the *Memnon* stove in her bottom on a coral reef in a squall on September 14, 1851. Pirates swarmed the decks and stripped the abandoned and crippled ship.

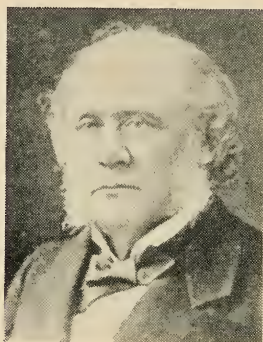
Joseph R. Gordon

Two Years Before the Mast

A Personal Narrative

By

RICHARD HENRY DANA, JR.



BOSTON AND NEW YORK
HOUGHTON MIFFLIN COMPANY
The Riverside Press Cambridge

ALTHOUGH he had a strong urge to follow the sea, his father, an eminent poet and writer, dissuaded him, and Richard Henry Dana, Jr., enrolled at Harvard University.

A short time later, failing eyesight impelled him to go to sea to regain his health. Thereupon he left college and shipped before the mast in the brig *Pilgrim* for a voyage to the Pacific Coast.

After two years of "droughin" hides he returned in the *Alert* with his health restored.

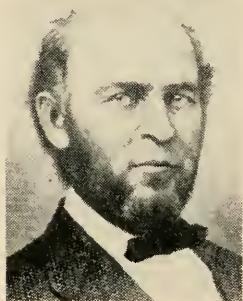
Dana set down an account of this voyage in "Two Years Before the Mast." This truthful narrative of life aboard ship on the little known West Coast immediately established his literary career.

Dana returned to Harvard and was graduated. He became one of the most influential lawyers of his day but his heart never left the sea. He made many voyages as a passenger and published the "Seaman's Friend," which became a standard on maritime law. During his lifetime he remained interested in the condition of American seamen.

Richard H. Dana, Jr.
1815-1882



The New York Waterfront, South Street from Maiden Lane. William H. Webb operated his shipyard in New York City on the East River waterfront from 5th Street to 7th Street.



WILLIAM H. WEBB

From 1843 to 1872 the output of William Webb's shipyard was far greater than that of any other in the Country. To train young men in Naval Architecture he set aside a part of his wealth to found Webb Institute.

IMAGINATION and boldness went into the one hundred and fifty ships that were launched by William Webb, ships whose construction was as sound as their lines were brilliant. The scope of his ship building extended from packets and clippers to early steamers and war vessels to give him a place with Donald McKay as one of the great builders of ships.

At the age of twenty-seven Webb took over the yard of his famous father, Isaac Webb, who had trained many of the finest builders of that day. His first vessel was the Black Ball packet *Oxford* which was followed by many other successful vessels of the same type. He built the *Guy Mannerling*, first of the three-deckers, and went on to lay the keels of many great clippers—the *Celestial*, *Sword Fish*, *Comet*, *Challenge* and others. On a single day, January 21, 1851, his booming yard launched a clipper, a packet and a steamship.

The start of our Intercoastal trade is part of the story of William Webb for it was he who built the *California*, first of the Pacific Mail steamers to go out through the Magellan Strait to San Francisco. He also launched her sister, the *Panama*, and was long interested in the Pacific Mail Steamship Line, becoming one of its directors.

In the late "fifties," when shipping was on the decline, Webb turned his talents to the construction of war craft. Webb Institute of Naval Architecture, founded by William H. Webb in 1889, preserves a name which holds an honored place in the shipbuilding annals of our country.

William H. Webb

1816-1899



The Pacific Mail Steamship *California*

The *California*, Captain Cleveland Forbes, was the first United States Steamer to round the Horn. Built in the New York City shipyard of William H. Webb, the *California* left New York in October, 1848 and arrived at San Francisco on the ninth of February, 1849, the first steamer to pass through the Golden Gate.

THE first side-wheel steamer of the Pacific Mail Steamship Company, the *California*, destined to carry the first direct United States Mail between New York and San Francisco and then to Astoria, Oregon, steamed down New York harbor October 6, 1848, under the command of Captain Cleveland Forbes.

The New York daily press on the following day gives us the only data available regarding the *California's* master.

"Captain Forbes is an able and skillful seaman as well as a true gentleman; and those who have travelled on the Camden and Amboy railroad line cannot fail to remember him as the attentive and urbane commander for many years of the steamer which forms the connection of the line between this city and South Amboy. The enterprising owners of the *California* could not have made a better choice. . . ."

Another of the papers identifies the railroad steamer which Forbes had commanded as the *John Potter* and adds that Cleveland Forbes "... has by his own industry raised himself from an apprentice in a shipyard and then a sailor, to the command of a National ship."

Captain Forbes became seriously ill on the trip and completed the voyage to San Francisco as a passenger, Captain Marshall taking command.

On February 28, 1849, the *California* pointed her bow for the Golden Gate, the entrance to the bay of San Francisco. She was greeted by a twenty-one gun salute from each of the six ships of the United States Pacific Naval Squadron which were anchored in the bay.

Upon the return of the *California* to Panama, Forbes went back to New York where he was rewarded by the Company for his faithful service.

Cleveland Forbes



The *S.S. Oregon*, Pacific Mail Steamship Company

CAPTAIN ROBERT H. PEARSON was commander of the *Oregon*, the second United States steamer to round the Horn. Under Captain Pearson, who was appointed Commodore of the Fleet, the *Oregon* left New York December 8, 1848, and arrived at San Francisco on April 1, 1849.

COMMODORE of the Pacific Mail Steamship Fleet, Captain Robert H. Pearson was born in Massachusetts in 1817. He went to sea at an early age and was employed for a number of years as first officer on packets running from New York to London and Liverpool. He made several voyages in that capacity under the famed Captain Robert H. Waterman.

The high regard in which Captain Waterman held his first officer secured for him the command of the *Oregon*, the second steamer that was sent from New York to San Francisco by the Pacific Mail Steamship Company. Captain Pearson was appointed Fleet Captain by Mr. William H. Aspinwall, the New York Merchant who founded the Company. Some had claimed that Pearson was not qualified to handle steamers as he was only a sailing-vessel man, but he soon proved his mettle.

The *Oregon*, which had been built at the Smith and Dimon yard, left New York on December 8, 1848, and entered the Golden Gate on April 1, 1849. She had made an excellent run, all things considered. Pearson continued with the Pacific Mail company until his retirement in 1866. At the time of his retirement he was in command of the new steamer, *Golden City*, and he was regarded as one of the company's most accomplished and skillful commanders. During his years of service on the Pacific Ocean, not one mishap or accident was recorded against him, nor the loss of a single human life.

Robert H. Pearson

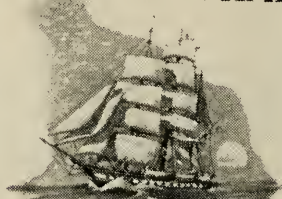
1817-1868

HERMAN MELVILLE

From his many voyages to distant ports Herman Melville amassed a wealth of sea knowledge and adventure which has found its reflection in his many tales of the sea.



MOBY DICK OR THE WHITE WHALE



BY
HERMAN MELVILLE

ILLUSTRATED BY
MEAD SCHAEFFER

NEW YORK
DODD, MEAD AND COMPANY
MCMXXIII



ONE of America's best known men of letters, Herman Melville shipped deep-water for the first time at the age of eighteen, sailing as a cabin boy across the Atlantic.

From this voyage and others to distant ports of the world came his wealth of sea knowledge and adventure which has found its reflection in his many tales of the sea. Of these stories, his masterpiece, "Moby Dick," has never been excelled. "Moby Dick," an account of a whaling expedition in the *Dolly*, reaches greatness from its strange and mystical picture of the sea.

His "White Jacket," a book drawn from Melville's experiences aboard the frigate *United States*, was so powerful that it was responsible for the abolishment of flogging in the United States Navy. Other famous Melville tales include "Typee," "Omoo," and "Mardi," stories of the South Seas. Upon leaving the sea he served for several years with the United States Customs Office in New York.

Herman Melville

1819-1891



GEORGE STEERS

George Steers designed the yacht *America*, the Collins liner *Arctic*, and the U. S. steam frigate *Niagara*.



The *America* winning the Royal Yacht Club Cup at Cowes, England, in the Match open to Yachts of all Classes and Nations August 22, 1851.

AMERICAN yachting, which has carried on our national interest in sail, owes much to the imagination and craftsmanship of George Steers whose drastic changes in design became the talk of the shipping world during the middle of the last century and led to the building of the famous yacht *America*.

The son of Henry Steer, who came to this country in 1819 and assumed control of shipbuilding in the Navy Yard at Washington, George was one of thirteen children. Starting with the firm of Smith & Dimon, later working on clipper ships and spending several years in a mould loft he was able, at the age of twenty-five, to go into business for himself.

In 1849 Steers built the fast pilot boat *Mary Taylor*. In designing her he abandoned the accepted "cod's-head-and-mackerel-tail" theory of design to carry the vessel's greatest beam farther aft and sharpen her underwater lines. He was retained to design and build the yacht *America* which went across the Atlantic to outsail everything she raced.

Steers designed a number of steamers, among them the *Arctic*, "pride of the Collins Line," and the U. S. steam frigate *Niagara*, the vessel which, with the British warship *Agamemnon*, laid the first Atlantic cable.

George Steers was fatally injured in September, 1856, while driving his team of spirited horses to his country home at Great Neck, Long Island, New York.

George Steers
1820-1856



The Clipper Ship *Dreadnought* made the fastest Trans-Atlantic sailing ever recorded



SAMUEL SAMUELS

Captain Samuels superintended the construction of the *Dreadnought*, famous Red Cross Line packet, and drove her to seventy-five fast passages across the Atlantic, New York to Liverpool.

EVEN at a time when exceptional careers were numerous, the record of Captain Samuel Samuels stands out in the history of the United States Merchant Marine. Famous as the master of the celebrated packet *Dreadnought*, in which he made the swiftest Trans-Atlantic sailing passage ever recorded, his early career was fabulous.

Captain Samuels was a cabin boy at eleven, an officer at seventeen and at twenty-one commanded a vessel in the Mediterranean where he was offered the post of Admiral in the Turkish Navy.

Before New York merchants laid the keel of the American packet *Dreadnought*, Samuels was assigned to superintend her construction. He sailed in this famous Red Cross Line ship, making seventy-five fast passages across the North Atlantic, New York to Liverpool. In this vessel he became known as a "driver," cracking on sail when other vessels preferred to lie snug under reefed topsails.

During the Civil War he commanded the *U.S.S. John Rice*. In 1866, when the side-wheel steamers of The Pacific Mail Steamship Company were opening up steamship trade with the Orient, he went out to San Francisco as commander of their vessels. Later he served as General Superintendent of the Company, and did much to help establish Trans-Pacific trade.

Samuel Samuels

1823-1908



The *N. B. Palmer*, the famous California and China Clipper commanded by Captain Low



CAPTAIN
CHARLES P. LOW

From 1847 to 1873 he was in command successively of the Clipper Ships, *Houqua*, *Jacob Bell*, *Samuel Russell* and *N. B. Palmer*, in the San Francisco and China Trade.

CHARLES PORTER LOW was born in Salem, Massachusetts, in 1824 and when a child moved with his parents to Brooklyn, New York. He died in Santa Barbara, California, in 1913. From 1847 to 1873 he commanded the famous clippers, *Houqua*, *Jacob Bell*, *Samuel Russell*, and *N. B. Palmer*, in the China and California trade.

In 1842 he shipped as boy before the mast on the *Horatio* and made the round voyage to China. He made a voyage to Liverpool in the *Toronto* as ordinary seaman, and was an able seaman on board the *Courier* to Rio Janeiro. He then sailed as third, second, and chief mate of the *Houqua*, with the brothers, Captains Nat, Alexander, and Theodore Palmer, and at the age of twenty-three took command of the ship. He later commanded the *Samuel Russel* on her maiden voyage to San Francisco, in that memorable first race of clippers to that port. On May 6, 1850 the Telegraph Hill semaphore reported the ship *Samuel Russel* off San Francisco Heads. The crowds which soon gathered watched her come in under full sail, slipping easily past the craft in the Bay, a hundred and nine days from New York.

That fine clipper the *N. B. Palmer* was the favorite of Captain Low and for twenty years he was her commander. A. H. Clark in "The Clipper Ship Era" writes of this ship: "In China she was known as the 'Yacht,' and with her netting in the tops, brass guns, gold stripe, and lavish entertainments on the Fourth of July and Washington's Birthday, she well deserved the title. Her captain was a princely host, as well as a thorough seaman and a fine navigator."

Captain Low had been the pupil of those fine masters, the Palmer brothers, and he was always interested in training American boys to become officers in the United States Merchant Marine. Carl Cutler, the eminent authority on Clipper Ships, recalls "seeing a notice of the sailing of the fine clipper ship *N. B. Palmer* in 1862 or 1863 which said 'that Captain Low, as is his custom, takes out six apprentice boys which have been selected from a list of 157 applicants'."

Charles P. Low

1824-1913



CHARLES H. CRAMP
Among the great
ships launched from
the ways of William
Cramp and Son's
Ship and Building
Company were the
Kroonland and *Fin-*
land, the largest
vessels of their time.



The S.S. *Kroonland*

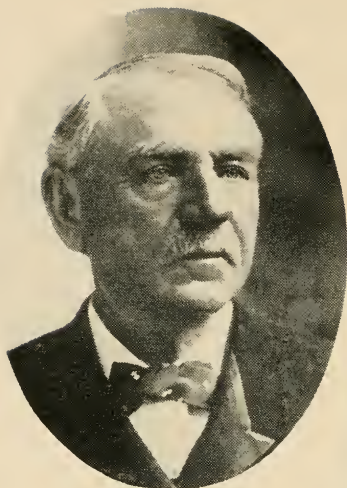
THE rigorous Western ocean run, that exacting service in which so many of today's merchant officers have received their training, had its modern beginning with the ships launched by Charles Henry Cramp. It was this distinguished shipbuilder and naval architect who constructed the Trans-Atlantic liners *St. Louis* and *St. Paul* which in their day were the finest vessels running between New York and European ports.

Cramp started work in his father's small shipyard when he was eighteen. By the time he became president, in 1879, the yard had become one of the most renowned in the world. From the ways of William Cramp & Son's Ship and Engine Building Company were launched the *Kroonland* and *Finland*, largest vessels of their time. Among the war vessels which were built there were the *U.S.S. Maine*, the *U.S.S. New York*, and the *U.S.S. Pennsylvania*.

From the time of his retirement, at the age of 75, until his death ten years later, Cramp devoted much of his time to speaking and writing in behalf of a Merchant Marine which was then on the decline.

Charles H. Cramp

1828-1913



The Honorable
WILLIAM PIERCE
FRYE

United States
Senator from
Maine, William
Pierce Frye, was
a life-long advo-
cate of a great-
er United States
Merchant Marine

Arthur Sewall's last
ship the *William P.
Frye*, named for
Maine's outstanding
senator, was the first
vessel sunk by the
enemy in World War I.



A LEGISLATOR for a quarter of a century, Senator William P. Frye was born at Lewiston, Maine, in 1831.

He was a grandson of General Joseph Frye of the American Revolution. A graduate of Bowdoin College in 1850, he was later elected United States Senator from Maine to become a life-long advocate of a greater United States Merchant Marine.

He was mainly instrumental in the disposition of the Geneva Award, accruing from the "Alabama Claims." He took a leading part organizing our fishing relations with Canada and had charge of important matters relating to general commerce and shipping. He won such confidence as to secure the passage of all measures he reported.

Senator Frye was the chief author of the Postal Aid Law of March 3, 1891. He made a careful study of steam navigation and the bill was originally designed to insure the immediate creation of an American steamship service to Europe and to South America.

William P. Frye

1831-1911



Four-Master *Dirigo* first steel ship built in the
United States

ARTHUR SEWALL

Known as the "Maritime Prince" he built, owned and operated more sailing ships than anyone else in America.



DURING the latter half of the Nineteenth Century, Arthur Sewall built, owned and operated more sailing ships than anyone else in America.

Born at Bath, Maine, which under his impetus became "the great American shipyard," Arthur Sewall inherited his instinct for shipbuilding from his father, who built twenty-nine vessels between 1823 and 1854.

After a common school education in Bath, Arthur was sent to Prince Edward Island to become familiar with the cutting of ship timber. He began his shipbuilding career in 1854 as the United States Merchant Marine reached its zenith. With his elder brother, Edward, he formed the firm of E. and A. Sewall and commenced work in the family yard on the Kennebec. Upon Edward's death the firm became A. Sewall and Company. The *Holyhead*, of some 1100 tons, launched in 1855, was the first of his eighty vessels.

Though vessels utilizing iron, steel and steam, were driving wooden sailing ships out of competition, the Sewalls specialized in the latter type, doing much to keep it alive in the period of decline. They generally retained ownership of the ships they built and at one time owned a fleet of more than twenty-five ships.

In the decade following the war between the States, the Sewalls turned out a number of celebrated ships, including the *Undaunted*, *Eric the Red*, *Continental* and *Harvester*. In the early nineties they built their "big four"—the *Rappahannock*, *Shenandoah*, *Susquehanna* and *Roanoke*. Averaging more than 3,000 tons, these were the largest and last of the great American wooden full-rigged ships.

The next step was iron. After making a thorough study of the latest methods, he began to build steel sailing vessels and in 1894 the steel ship *Dirigo* was launched. His last ship, launched a month after his death, was the *William P. Frye*, sunk January 28, 1915, the first American vessel sunk by the enemy in World War I.

Arthur Sewall

1835-1900



“MARY PATTEN went to sea as a 16 year old bride.
In the course of a year she could navigate and work
a three-skysail ship.”

FORTITUDE, courage and sea-going intelligence among American women, in the days when the master of a vessel took his wife to sea with him, is nowhere better illustrated than in the life of Mary Patten.

As a sixteen-year-old bride she sailed with her husband, Captain Joshua Patten, aboard *Neptune's Car*, a celebrated clipper ship. Described as a refined and beautiful young woman, Mary Patten did not care for what ease was offered aboard the ship and, instead, busied herself in learning the science of navigation and seamanship. In the course of a year she could navigate and work a three-skysail ship.

In June of 1856, the *Neptune's Car* sailed from New York for San Francisco. Bad luck was encountered from the beginning of the voyage. Captain Patten became ill but remained on duty until his ship neared the Horn. There his first mate was put in irons for incompetence and neglect of duty. Under the strain of added work, the young captain broke down and in the worst of a heavy storm was confined to his bunk in a delirious condition. Mrs. Patten assumed command and brought the ship into San Francisco almost ten days ahead of the *Intrepid*, a vessel which began the voyage at the same time.

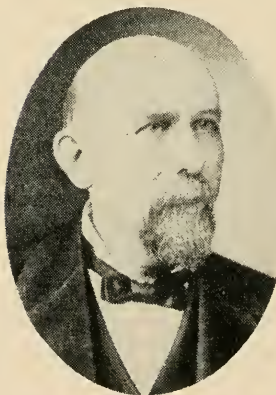
In that era of superlative seamanship there were few who could have matched her navigation, yet she was so modest about the deed that her name was nearly lost to history.

Mary A. Patten

1837-1861



A Whaleback steamer in the Great Lakes trade



CAPTAIN
THOMAS WILSON

Captain Wilson was the founder of the oldest cargo vessel company operating on the Great Lakes. One of his earliest vessels was a whaleback steamer.

FOUNDER of the oldest cargo vessel company operating on the Great Lakes, Thomas Wilson was born in Fifeshire, Scotland, in 1838. His parents, sensing the opportunities that existed in the young Republic, emigrated to this country when Thomas Wilson was a lad of fifteen. They settled in the Great Lakes region, in what was then regarded as practically a wilderness.

Soon after arriving in this country, ambitious young Wilson sought and found employment on the Lakes in the schooner trade. His willingness and capacity for work made rapid advancement possible and in his early twenties, Thomas Wilson had become master of the *Mineral Rock*.

In 1873, the Captain decided to build his own cargo carrier. It was the first vessel of what later became the Wilson Transit Company. Through the ensuing years, the fleet was gradually expanded with the construction and purchase of other ships, finally reaching a total of eighteen.

In 1886, Captain Wilson ordered the first steel freight vessel ever built and put into operation on the Great Lakes. Ever ready to experiment with new ideas, one of his earliest vessels was a whaleback steamer, named in his honor the *Thomas Wilson*.

Captain Wilson died in 1900, but the company he built continues in existence and bears his name. He is one of the early pioneers of that vast and important commerce known as the Great Lakes trade.

Thomas Wilson

1838-1900



The Steamer *V. H. Ketchum* was the largest vessel on the Great Lakes when she was launched in 1874.



CAPTAIN
GEORGE P. MCKAY

A pioneer in the development of the Great Lakes Trade, Captain McKay commanded some of the finest vessels of his day, and as an officer of the Lake Carriers Association sponsored many reforms for the benefit of the Lakes seamen.

GEORGE P. McKAY was a leader in the development of the "Great Lakes trade," that immense volume of inland water-way shipping which annually moves millions of tons of iron ore, coal and wheat among the ports along the shores of its five lakes.

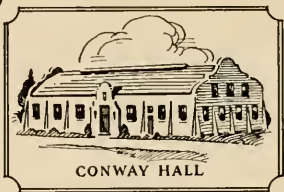
Born in 1838, Captain McKay began his sailing career at an early age. When he was twenty-three years old he was given command of the *General Taylor*, a steamer plying the lake ports. Later he commanded a number of large lake passenger vessels, among them the steamer *Pewabic*.

In 1883, Captain McKay became the general manager of the Cleveland Transportation Company. Shortly thereafter he was elected to the position of secretary-treasurer of the Cleveland Vessel Owners Association and when this organization became the present Lake Carriers Association he continued in that position until his death in 1918.

As an officer in the Lake Carriers Association he was largely responsible for many reforms for the benefit of the Lakes seamen. Among these reforms were schools to assist seamen to become ship officers; saving and banking plans for seamen; ship safety campaigns and awards for safety suggestions that went a long way toward decreasing the accident rate on these waters.

Captain McKay will long be remembered as one of the prime factors in the development of the Lake Merchant Marine. He pioneered construction of the huge steel lake freighters, revolutionary in many ways, which soon entirely replaced the old type schooners that had been in service during most of his lifetime.

George P. McKay
1838-1918



CONWAY HALL



RIESE



RICE HALL

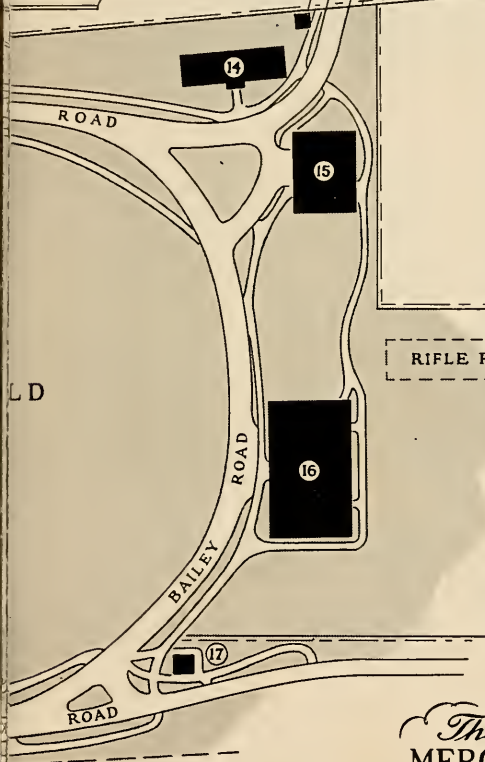


HALL

HENDERSON
POINT
R.R. STATION



ERICSSON HALL



Legend

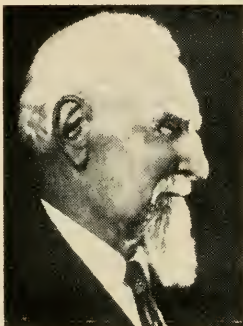
- CONWAY HALL...16
- CRAMP HALL.....8
- ERICSSON HALL. 15
- FORBES BLDG.... 2
- GIRARD BLDG.... 3
- HOPKINS BLDG... 9
- JAMISON HALL... 7
- LA'FOLLETTE BARRACKS.14
- LOUIS HOSPITAL...11
- MAIN GATE..... 17
- MANLEY BLDG... 4
- MAURY HALL.... 1
- MILLER BLDG... 13
- O'BRIEN BLDG... 6
- RICE HALL.....5
- RIESENBERG HALL.10
- TENNIS COURTS...12

RIFLE RANGE



The United States
MERCHANT MARINE
CADET BASIC SCHOOL
Pass Christian, Mississippi

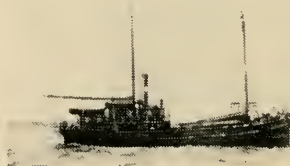
The S.S. *President Hoover*,
Flagship of The
Dollar Line.



ROBERT DOLLAR

In 1930 Captain Dollar ordered the two palatial liners *President Hoover* and *President Coolidge* and before he died he proudly started them in trade between San Francisco and the Orient.

The steam-
schooner *Newsboy*,
first vessel owned
by Robert Dollar.



BORN in Falkirk, Scotland, in 1844, Robert Dollar died at San Francisco, California, eighty-eight years later, hailed as the "Grand Old Man of the Pacific," and the "Dean of American Shipping."

Leaving Falkirk at the age of thirteen he emigrated to Canada, where a remarkable career in lumber and shipping began when he started out as cook's boy in a logging camp. From a first small beginning in the lumbering business in Michigan, he went on to California where he leased vast tracts of timber land and operated sawmills in California, Washington, and Oregon.

He bought his first vessel in 1892, the *Newsboy*, a little wooden steam schooner, which carried his lumber up and down the coast.

Foreseeing the great possibilities of trade with China and Japan, he bought a fleet of steel steamers for this trade, loading out principally lumber from his own mills.

In 1902 Dollar made the first of his many voyages to the Orient. A keen student of trade, he scoured the countries of the East and began to purchase and ship back cargoes of various commodities never shipped to the Pacific Coast before.

Still energetic as he approached eighty years of age, Robert Dollar was ready to enter the shipping business on an unprecedented scale; he planned to span the globe with a fleet of American flagships.

In January, 1924, the *President Harrison* steamed out of Golden Gate to inaugurate a round-the-world service. Within a year he added five more liners to the Dollar Fleet, all named after American Presidents. Dollar signs on the funnels of the twelve ships became a trade mark around the world. Into the growing organization came subsidiaries until Dollar had the largest fleet flying the American flag.

Before he died in 1932, Robert Dollar witnessed the launching of the two palatial sister-ships, the *President Hoover* and the *President Coolidge*, and started them in trade between San Francisco and the Orient.

Robert Dollar

1844-1932



ANDREW FURUETH
Founder of the Seaman's Union

*I*N the closing years of the nineteenth century, when violent contentions were heralding the great change from sail to steam, the world first heard the voice of Andrew Furuseth, raised in protest against the status of the American seaman.

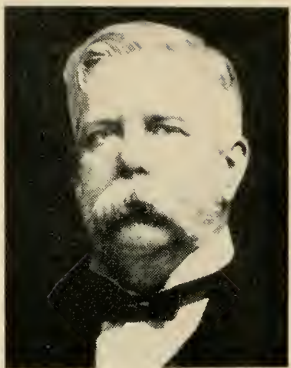
Furuseth, a Norwegian born sailor, was on the Pacific Coast in 1887 after having sailed in the ships of many nations. Discontent with the practices of boarding house masters and crimps brought about the formation of the Pacific Coast Seaman's Union. Furuseth was elected secretary and remained for years in that post, after the organization changed its name to the Sailor's Union of the Pacific.

On the turbulent San Francisco waterfront of the "nineties," men gathered around Furuseth to back up his public appeal that the sailor's "shackles" be removed, that the man before the mast be freed from "bondage". In 1893 Furuseth left for Washington where he spent most of his remaining years fighting for legislation to better the condition of seamen.

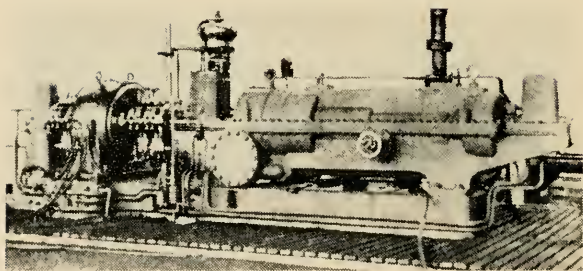
Congress learned of the sailor's plight for the first time and, in 1904, passed "An Act to prohibit 'shanghaiing' in the United States." Largely through the efforts of Andrew Furuseth this was followed by the La Follette Seamen's Act of 1915—"An Act to promote the welfare of American Seamen in the Merchant Marine of the United States".

Andrew Furuseth

1845-1938



GEORGE WESTINGHOUSE



First Steam Turbine, 120 KW., built by
George Westinghouse, 1896

ACCLAIMED by the leading scientists of the day as "the greatest living engineer," George Westinghouse, with his inventions, founded industries that grew to huge proportions. With indefatigable energy he carried on many and varied activities simultaneously. He dealt in the same week, and often in the same day, with organization, financial and executive affairs, and with the engineering details of half a dozen companies in two hemispheres.

While still a boy, George learned the use of tools and acquired the rudiments of engineering in the machine shop which his father had established at Schenectady, New York. During the war between the States, he served as third assistant engineer with the United States Navy. At the war's end and after a few months at Union College, Westinghouse returned to his father's machine shop.

By the time he was twenty-four he had not only invented but had secured the adoption of the air brake, the most important safety device ever known, and the chief agency which helped to transform railways from their primitive conditions to their present state of efficiency and magnitude.

It was Westinghouse also who led in the introduction and development of alternating current systems for light and power. From the beginning of his thirty-fourth to the end of his forty-fourth year he took out one hundred and thirty-four patents, an average of over one a month, and he directed the work of many other inventors.

When he undertook the solution of geared turbine problems in connection with the propulsion of ships, he built an experimental installation of 6,000 horsepower. In 1912 he equipped the United States collier *Neptune* with a mechanical reduction gear. It was a complete success and in 1914 the United States Navy installed Westinghouse reduction gears on two new battleships and on a repair ship.

George Westinghouse

1846-1914



CAPTAIN
WILLIAM D. BURNHAM

Captain Burnham spent much of his life on the famed route between Sandy Hook and San Francisco Heads.

The *S.S. American*, cargo vessel of the American Hawaiian Steamship Company, which Captain Burnham helped to found.



*B*Y the turn of the century, after almost forty years at sea, Captain William Burnham had made a mark for himself in the Cape Horn trade through which he is remembered today as a dynamic force in American shipping.

Burnham served first in a clipper ship and spent much of the remainder of his life on the famed route between Sandy Hook and San Francisco Heads. In the bark *Pactolus* he made casts off a bank lying to the southwest of Cape Horn. Burnham Bank, as it is now called, is believed to be a sunken volcanic island which was visited by Sir Francis Drake.

After distinguished service in Cape Horn ships, he became Marine Superintendent of the old California Clipper Line, predecessor of the American-Hawaiian Steamship Company, which he helped to found and later managed.

He is well remembered for his efforts in establishing a protective trade for American ships and it was his foresight which enabled us to have twenty-eight fine vessels ready for immediate service at the outbreak of the first World War.

When the Panama Canal was being constructed Captain Burnham was consulted because of his efforts in connection with a railway across the Isthmus of Tehuantepec in Mexico.

William D. Burnham

1847-1919



The first *Lurline*

Captain Matson's second ship, the 359-ton brigantine *Lurline*, first of three merchant ships which he named for his daughter.



WILLIAM MATSON



The *Mariposa*, Oceanic Steamship Co., The Matson Line

FOUNDER of the navigation company bearing his name, William Matson, shipmaster and owner, bade farewell to his home port of Lysekyl, Sweden, when a lad of fourteen and came to America.

He sailed on the Nova Scotian ship *Aurora* and went at once to the Pacific Coast, where he soon shipped in lumber and coal schooners.

Recognition of his ability led to advancement and he rose to command the coasters *William Frederick* and *Mission Canal*. Later he made voyages to Hawaii and in a short time acquired shares in various vessels. In 1900 he was the owner of a fleet of sailing ships which formed the nucleus of the present-day Matson Navigation Company.

Like many another shipmaster turned owner, Captain Matson kept a watchful eye on his property and interviewed masters at the docks each day. He began to invest in California oil fields in the firm belief that this fuel would supplant coal and wood in the operation of ships.

After 1900, when he started adding steamers to his fleet, Matson was among the first to urge that oil be carried on ships. On Washington trips he recommended that the Government approve deep tanks, then a losing fight because of the great fire hazard. The Captain's prediction that ships equipped to carry fuel would be valuable in war was proved in 1918, the year after he died.

William Matson

1849-1917



The International Mercantile Marine Steamship
St. Paul



JOHN CLARK JAMISON
Trained in the *Dread-*
nought by Samuel
Samuels, he rose to
command the finest
vessels in the United
States Merchant
Marine.

“*J*HERE may have been larger men on board in point of stature, but none was finer or more respected, or more readily obeyed than the little commodore skipper wearing the noble gold band of his rank.” That is the tribute paid to Captain John Clark Jamison by Felix Riesenberg, eminent author, in his book, “Vignettes of the Sea.”

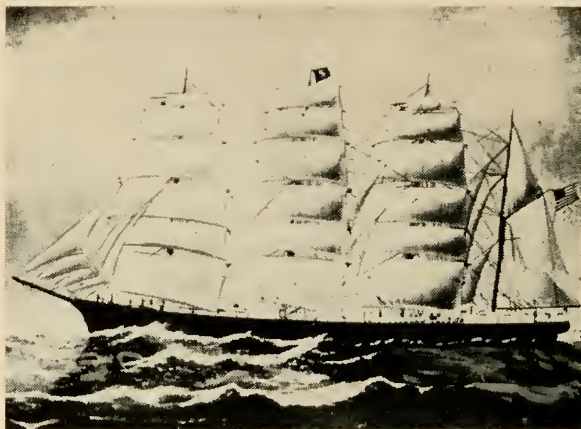
Captain Jamison began his career in the clipper ships, having been discovered by Captain Samuel Samuels, famed master of the great *Dreadnought*. By the time Jamison was twenty-nine, he had fifteen years' experience in sail and had entered the American Line as second mate. In 1893 he was master of the luxury liner *New York* after that vessel had been transferred to American registry by a special act of Congress.

He then went on to command the *St. Paul* and the *St. Louis*, the greatest ships in the United States Merchant Marine at the turn of the century. He remained in command of the *St. Louis* until he retired in 1917. When the German liner *Vaterland* was seized upon the entrance of the United States into World War I Captain Jamison was assigned to command her. He stayed aboard until the vessel was sent to Newport News for reconditioning as a troop ship.

Just as Captain Samuel Samuels fathered Jamison's advancement, the latter, in turn, took under his tutelage such men as Captain Herbert Hartley, commander of the *Leviathan*; Captain Thompson H. Lyon, marine superintendent of the International Mercantile Marine Co., and Captain George Beckwith, governor of Sailors' Snug Harbor.

John C. Jamison

1849-1928



The *Shenandoah* built at Bath, Maine
by Arthur Sewall.



CAPT. JAMES F. MURPHY

In 1889 Captain "Jim" Murphy
took the *Shenandoah* from San
Francisco to Havre in one hun-
dred and eleven days.

SHORTLY after reaching the age of thirteen, James Frederick Murphy, imbued with the love of the sea, left the famous port of Bath, Maine, on a voyage to Australia. When the ship reached her destination she was sold and young Murphy returned on a New Bedford whaler.

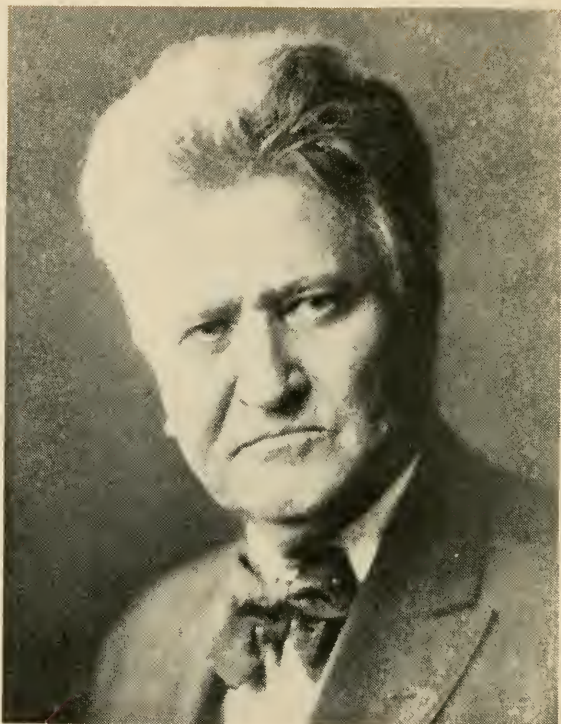
Upon arrival home he returned to merchant ships and before long was on the schooner *Orville* when she was wrecked on the New Breton coast. At twenty-two, with nine years of sea service, Murphy took command of the *David Brown*.

America was entering another era of commercial shipping in 1883 and huge wooden three-skysail ships, known as the "Down Easters," were being launched to enter the highly lucrative grain trade between California and Europe. Captain Murphy went out in one of these, the *W. F. Babcock* of the famous Sewall Fleet, and did not see his home for seven years.

When Captain Murphy was transferred to command of the big four-masted bark *Shenandoah* in 1889 he had earned a reputation for making fast passages. In that year his vessel passed through the Golden Gate with three other grain ships, all bound for Havre. Heavy wagers were placed on the outcome of the race. Captain Murphy brought his ship to anchor at Havre in one hundred and eleven days, beating his nearest rival by twenty-four hours. He retired in 1909.

James F. Murphy

1850-1912



ROBERT MARION LA FOLLETTE, author of the La Follette Seamen's act of 1915, which embodied many of the principles which Andrew Furuseth had advocated for many years

IN 1915 the La Follette Seamen's Act, embodying many of the reforms for which Andrew Furuseth had fought during twenty-one years, was finally adopted. The act guaranteed many fundamental rights to seamen and placed the name of Robert M. La Follette in the distinguished roster of Americans who have contributed to the development of the United States Merchant Marine.

Governor of Wisconsin, United States Senator and candidate for the Presidency, Robert M. La Follette, often compared to the immortal Lincoln, was born in a log cabin in 1855, at Primrose, Wisconsin. Born to the hard labor that went with pioneering, he remained on the farm at Primrose until he worked his way into, and through, the University of Wisconsin.

Admitted to the Bar in 1880, Robert La Follette became district attorney for his home county and then went to Congress where he served in the House of Representatives from 1885-1891.

In the ten years that elapsed between his retirement from Congress and his inauguration as Governor of Wisconsin in 1901, he elaborated a definite program of reform which became nationally known as the "Wisconsin Idea," and which served as a model for liberal legislation throughout the country. He was elected to the United States Senate in 1905 and was thrice re-elected.

His speeches were elaborate treatises, and he revealed on the floor of the Senate the same qualities of vision, courage, and persistence, that had enabled him to organize and direct his progressive crusade in Wisconsin.

As the years went on a great number of the measures which he advocated were enacted, among them the Seamen's act of 1915 for which Andrew Furuseth had labored so long.

Robert M. La Follette

1855-1925



WINTHROP L. MARVIN, Author, and efficient advocate
for the rehabilitation of the United States Merchant
Marine.

*A*UTHOR of the *American Merchant Marine: Its History and Romance*, Winthrop L. Marvin inherited his love for the sea from his early fishing trips with his father. "It is in the firm belief that the renaissance of the Merchant Navy also will come . . ." he wrote, "Indeed, is already near at hand . . . that this volume has been written. This work is the outcome of twenty years of such study as the student gives to the theme that lies nearest to his heart." He regretted that he was the first of his race in a long New England line who had not been either shipowner or seaman, but he devoted the rest of his life to the cause of the United States Merchant Marine.

From 1901 to 1904 he was a member of the Massachusetts State Civil Service Commission. In 1904 he was named secretary of the United States Merchant Marine Commission and until the end of his life remained one of the most earnest and efficient advocates of rehabilitation and expansion of the nation's Merchant Marine.

From 1905 to 1909 he was associated with ocean shipbuilding and ship-owning interests. He became vice-president and general manager of the American Steamship Association and, as such, was an indefatigable advocate of government action for the promotion of the United States Merchant Marine. Two sons have carried on the Marine interest of their distinguished father. One, Lt. Commander David Marvin of the United States Coast Guard, and the other, Theodore Marvin, who graduated from the Massachusetts Nautical School and after years at sea as a ship's officer joined the shore staff of the Isthmian Line.

Winthrop L. Marvin

1863-1926

JAMES A. FARRELL

Mr. Farrell operated the *Tusitala* to keep the spirit of sailing days alive and to provide training for young men in sail.



The *Tusitala* on a voyage to South America

PRESENT day advocate of sea training for capable young men, James Augustine Farrell, outstanding industrialist, was born in New Haven, Connecticut, February 15, 1863.

He inherited his love of the sea from his father, a native of Dublin, Ireland, who immigrated to the United States and became a merchant sea captain and ship owner.

When young Farrell was only fifteen years old his father was lost with his ship in the Caribbean Sea. This forced the son to leave school and he obtained work as a laborer in a wire factory. In 1888 he began work with the Oliver Iron and Steel Company, Pittsburgh, and soon was made superintendent, later becoming general manager.

He was elected president of the United States Steel Products Company in 1903 and within eight years built up a fleet of steamships to transport the company's products throughout the world. Mr. Farrell was elected president of the United States Steel Corporation in 1911 and continued in that capacity until his retirement in 1932.

His love of the sea, a heritage from his father, prompted him to acquire the *Tusitala*, the last full-rigged ship engaged in trade. From 1922 to 1935 Mr. Farrell operated the *Tusitala* as a private enterprise without any thought of profit but rather for the two-fold purpose of keeping the spirit of the sailing days alive and to provide training for young men in sail.

James A. Farrell

1863-1943



MR. CHARLES FRANKLIN BAILEY

His continued interest in the United States Merchant Marine Cadet Corps is expressed in the awards which he makes annually to outstanding Cadets.

VICE PRESIDENT of the Mariner's Museum at Newport News, Virginia, Charles Franklin Bailey has been one of the leaders in the field of American shipbuilding.

Thoroughly cognizant of the necessity for training future shipbuilders as well as the officers who will command and engineer the new ships, Mr. Bailey has devoted much of his time to studying and encouraging the development of training programs. A member of the committee on Education and Training for the Industries, his untiring efforts in behalf of the Apprentice School at Newport News has resulted in his being named its "Godfather."

Charles Franklin Bailey has given concrete evidence of his interest in training sea-going officers as well as shipbuilders by his annual awards to outstanding members of the United States Merchant Marine Cadet Corps.

Mr. Bailey was born in Greensboro, Vermont, August 29, 1863. He attended high school in his native state and then entered Worcester Polytechnic Institute where he obtained the degree of Bachelor of Science in Mechanical Engineering in 1888.

After leaving school he went to Tacoma, Washington, and entered the employ of the Northern Pacific Railway as a machinist. In 1889 he became a draftsman of the Tacoma Foundry and Machine Company, and in 1890 he returned east. In 1890-91 he was chief draftsman for a ship and engineering concern in Philadelphia.

He entered the service of the Newport News Shipbuilding and Dry Dock Company, of Newport News, Virginia, in 1891 as chief draftsman and was appointed chief engineer in 1900. In 1915 he accepted an appointment as consulting engineer for the Westinghouse Electric and Manufacturing Company and three years later accepted a position as member of the board of directors of the shipyard, with the title of director of engineering.

He has gained for himself a national reputation as a naval expert, designer and builder of ships, and has been referred to as the "moving genius" of the shipyard.

Charles F. Bailey

1863-



CHARLES A. MCALLISTER
Late President, American Bureau of Shipping

INTERNATIONALLY known as an authority on ship construction and marine engineering, Charles A. McAllister was born in Dorchester, New Jersey, on May 29, 1867, the son of a Scottish ship carpenter.

After spending his early years at City Island, New York, where his father operated a shipyard, he enrolled at Cornell University to prepare for a sea career, graduating in 1887 as a mechanical engineer.

He served as a draftsman in the Cramp Shipyard in Philadelphia and then joined the Navy department in the same capacity, later shifting to the revenue cutter service of the United States Coast Guard, where he served for thirty years.

He was assistant engineer on the *U.S.S. Philadelphia* during the Spanish-American War, returning to the Coast Guard after the war. In 1919 he became vice-president of the American Bureau of Shipping and in 1926 was elevated to the presidency of the Bureau. Through his direction the bureau was brought to its present importance and at the time of his death approximately ninety per cent of the vessels eligible for classification in the United States were classed with the American Society.

In his advocacy of a strong Merchant Marine, Captain McAllister made frequent appearances before Congressional committees in connection with the Jones-White Merchant Marine Act of 1928. His influence did much to aid in the enactment of the present shipping laws.

During 1929 he served with distinction in London as one of the United States delegates to the International Conference for Safety of Life at Sea.

Charles A. McAllister
1867-1932



ADMIRAL HENRY A. WILEY, USN (Ret'd)
Father of the United States Merchant Marine
Cadet Corps

AS Commissioner in Charge of Training with the United States Maritime Commission in 1938, Admiral Henry A. Wiley became "The Father of the United States Merchant Marine Cadet Corps." During the latter part of 1938 the Section of Cadet Training was established and Admiral Wiley designated Captain R. R. McNulty, D-M, USNR, Supervisor for the program. The Cadet Corps was born and the present grand developments of the United States Merchant Marine Academy and the Cadet Basic Schools are a growing monument to their untiring efforts.

Born in Troy, Alabama, in 1867, Henry A. Wiley began a brilliant naval career when at the age of twenty-one he was graduated from the United States Naval Academy. He served with distinction on the *U.S.S. Maple* in the Spanish-American War and in 1905 was made Commander of the *U.S.S. Standish*. At various times he was assigned to the command of many ships, among them the *U.S.S. Saratoga*, the *U.S.S. Jersey*, and the *U.S.S. Wyoming*. In 1918 he served as Rear-Admiral in the Sixth Battle Squadron with the British Grand Fleet and in 1919-20 as Commander of destroyers of the Pacific Fleet. From 1927 until he retired in 1929, he was Commander-in-Chief of the United States Fleet with the rank of Admiral.

In 1936 he was appointed a member of the United States Maritime Commission where he remained until 1940. In 1941 Admiral Wiley returned to active duty in the office of the Secretary of the Navy.

Henry A. Wiley
1867-1943



The *S.S. Leviathan* served gloriously as a troop transport during World War I and later entered the Trans-Atlantic service of the United States Lines.



PHILIP A. S. FRANKLIN
Under his direction
the United States Lines
became the leading
company in the Trans-
Atlantic Service.

PRESIDENT of the largest American steamship company until 1936, and then Chairman of the Board of Directors until his death in 1939, P. A. S. Franklin was an outstanding leader in shipping affairs for over thirty years.

As president of the International Mercantile Marine Company, he steered the concern through the difficult war and post-war years with notable success. In the later years of his presidency, he devoted his administrative talents to the elimination of foreign flag tonnage, and the acquisition and development of the United States Lines.

Born in Maryland, Mr. Franklin received his early training in Baltimore, where he joined the staff of the Atlantic Transport Company as a boy. Coming to New York in 1901 as general manager of the Atlantic Transport Company, he became its president in 1902. A year later he was made vice-president of the newly formed International Mercantile Marine Company and in 1916 its president.

During World War I Mr. Franklin placed his wide knowledge of shipping at the disposal of the Government. First as a member of the shipping committee of the Council of National Defense and later as chairman of the Shipping Control Committee, he was supreme director of the movements of the American ocean cargo tonnage during the crucial days of the War.

In 1926 he ordered three turbo-electric liners that were the largest commercial vessels ever built in America. These were the *Pennsylvania*, *Virginia*, and *California* which maintained a fortnightly coast-to-coast service for the Panama Pacific Line.

In 1932 and 1933 two new vessels were introduced in the Trans-Atlantic trade. The 24,000-ton cabin liner *Manhattan* was commissioned in August, 1932. She was the largest to be built in an American yard—an outstanding example of American shipbuilding. A sister ship, the *Washington*, made her bow in May of the following year.

In January, 1936, Mr. Franklin relinquished the presidency of the company, and became chairman of the Board of Directors. As such he took a keen interest in the building of the 30,000-ton liner *America*.

Philip A. S. Franklin

1871-1939



CAPTAIN WILLIAM FISHER, JR.

Supervising Inspector in the Bureau of Marine Inspection and Navigation, at San Francisco, California, Captain Fisher is a graduate of the New York State Nautical School and a former commander of many fine vessels in the Trans-Pacific run.

SUPERVISING Inspector of the Bureau of Marine Inspection and Navigation at San Francisco, Captain William Fisher, Jr., has been associated with the Inspection Service since he came ashore in 1912. Until 1934 he had carried on his important tasks at Seattle, Washington, and since then at San Francisco, the port from which he sailed for many years as Captain of some of the finest liners of the Pacific Mail Steamship Company.

Born in New York in 1873, Captain Fisher began his career as a cadet aboard the schoolship *St. Mary's* of the New York State Nautical School. His future pre-eminence in his chosen career was foreshadowed when in October, 1892, he graduated at the head of his class. Upon his graduation, William Fisher went to the Pacific Coast as third officer for the Pacific Mail Steamship Company. Rapidly rising through the various grades, Mr. Fisher was given command in 1908 of the *Mongolia*, a liner on the trans-Pacific route. Later in the year he became Captain of the *S.S. Sidney*, running from San Francisco to Panama. In 1910 he transferred to the command of the fine trans-Pacific liner *S.S. Korea*, on the San Francisco, Honolulu and Oriental run.

Since 1912 he has been ashore ably conducting his important duties in the Inspection Service. Keenly aware of America's need for a great Merchant Marine, Captain Fisher has always been an active advocate for excellent ships maintained and operated by well trained men, and his long experience and deep understanding of the problems involved have made him a sincere and enthusiastic advocate of the training program of the United States Merchant Marine Cadet Corps.

William Fisher, Jr.

1873-



The *S.S. Manhattan*, United States Lines, one of the great ships which Captain Kemp has taken on her trial run.



CAPTAIN
JOSEPH I. KEMP

The nation's foremost trial captain, Joseph I. Kemp, has put some eight hundred new ships through their paces during the past three decades.

THE nation's foremost trial captain, Joseph I. Kemp, has put some eight hundred new ships through their paces during the past three decades. One of Boston's most popular masters he is rated by his associates as the finest pilot on the Atlantic Coast. Among the ships which he has taken on their trial runs are the liners *Manhattan*, *Washington*, and *America*, many first-line battleships, thirty to forty submarines, some of which he operated submerged, about one hundred and fifty destroyers, and six aircraft carriers.

Most recently he has been taking ships from the Fore River Yards of the Bethlehem Steel Company at Quincy, Massachusetts, but during his long career as the nation's outstanding trial captain he has taken out ships from the yards at Newport News, Virginia, Camden, New Jersey, and Staten Island, New York.

Born in Nahant, Massachusetts, he inherited his love for the sea from his father, William Kemp, a captain in the United States Merchant Marine. He has six brothers; five of them became masters of ships and the sixth a chief-engineer. Each of his five sisters married a sea captain.

Joseph Kemp was captain of a sailing yacht for a Boston merchant while still a boy. At the age of fifteen he entered the United States Merchant Marine serving in Florida waters first as mate and then as captain aboard side-wheel steamers.

After five years in Florida, he returned to Boston, serving as captain of every one of the Boston Towboat Company's fleet from 1892 until 1909. In his last command, the *Orion*, he had as mate Captain Lewis Breckenridge, later the Commodore of the Eastern Steamship Line.

Between trial trips, Captain Kemp has spent his time as secretary of the Boston Marine Society, where he carries on the ancient and honorable traditions of this organization which was founded in 1742 and which is devoted to the interests of officers in the United States Merchant Marine.

Joseph I. Kemp
1873-



The *S.S. Delbrasil*, entering the harbor
of Rio de Janeiro



NORMAN O. PEDRICK

The successful development of the Mississippi Steamship Company was his proudest achievement.

FROM his earliest boyhood Norman Owens Pedrick was interested in ships and shipping, and his entire business life was devoted to that industry. He had dreams about the building up of an American Merchant Marine, and through his staunch support of the United States Maritime Commission and its predecessors he helped to make these dreams come true. His death in December, 1942, removed from the New Orleans business scene one of its outstanding citizens and one of its ablest civic leaders.

In 1919 he became the General Manager, and later the President, of Mississippi Shipping Company, and the successful development of that company was his proudest achievement. Ships of his line for many years offered the only direct service from the Gulf to the East Coast of South America. His broad vision caused him to be one of the earliest and strongest advocates of our country's "good neighbor" policy, and his personal efforts in fostering friendly relations with Latin America made him an international figure and brought him much acclaim, including a flattering decoration by the Brazilian government.

When it became apparent that the safety of our country hinged in large measure on the rapid expansion of the United States Merchant Marine, Mr. Pedrick, realizing the advantages possessed by New Orleans for the construction of merchant vessels, was one of the organizers of Louisiana Shipyards, Inc., of which he was president. This firm brought the Delta Shipbuilding Company to New Orleans, and is now engaged in building Liberty ships for our fast growing Victory fleet.

Norman O. Pedrick
1875-1942



CAPTAIN EMERY RICE
of the
S.S. Mongolia



The *S.S. Mongolia* from whose deck was scored the
first hit on a submarine in World War I

CAPTAIN EMERY RICE, whose ship fired the first shot at an enemy submarine in World War I, graduated from the Massachusetts Nautical School in 1897 and started to sea with the International Navigation Company.

When the Spanish-American War broke out Rice was a quartermaster aboard the *S.S. New York*. He remained with that vessel when she was taken over by the Navy and renamed the *U.S.S. Harvard*. From her bridge he signalled to Admiral Sampson the approach of the Spanish fleet.

After the war Rice served in the American Line until 1901 when he went around Cape Horn to San Francisco. Three years later he was certified as a master and came to command the *Zafiro*, the *China* and the *Mongolia*. His record in Pacific waters included the rescue of fourteen fishermen during a typhoon.

In 1916 Captain Rice brought the *Mongolia* around the Horn to enter the hazardous Trans-Atlantic run carrying munitions. After our entrance into the war the following year his ship was armed and on April 19, 1917, in the English Channel, scored our first hit on a submarine. Captain Rice continued to sail his vessel across the submarine-infested waters of the Atlantic making eighty-two crossings. His untimely death in 1919 closed a brilliant career. The Navy Cross, awarded posthumously, is among his decorations, which include medals for service in the Spanish-American War and one for distinguished service while commanding the *Mongolia*.

Emery Rice
1878-1919

The schoolship
St. Mary's on
which Felix
Riesenberg first
went to sea as a
Cadet.



FELIX RIESENBERG

In addition to a Master's
License in sail and steam
and a Civil Engineering
degree from Columbia
he was the author of some
twenty-five books.

The Newport

Captain Riesenberg's sea career
was climaxed by
four years in
command of this
schoolship.



DESCENDING from a long line of seafaring men, Felix Riesenbergs first went to sea as a Cadet in the schoolship *St. Mary's*. He was a descendant of the famous Admiral von der Horst of the Netherlands, and his father gained fame for a voyage around the world in the *Charlotte*.

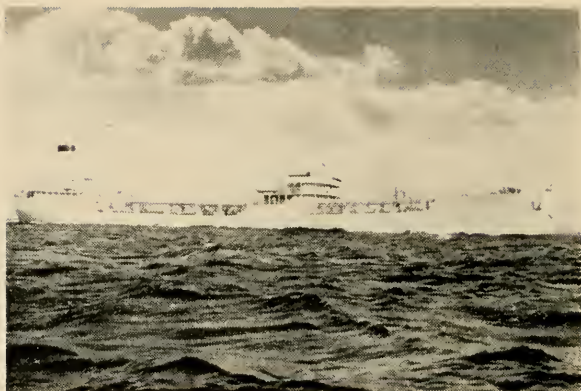
During that Cadet voyage on the *St. Mary's* Felix Riesenbergs began to absorb the traditional sea habit that distinguished his many books and stories. He next doubled Cape Horn, shipping before the mast in the flash American three-skysail ship *A. J. Fuller*. The story of this voyage, "Under Sail," has become a classic.

He went to the Arctic in the bark *Frithjof* and wintered in northern Spitzbergen. From this base he cleared with two other men in the airship *America*, acting as navigator on the first attempt to reach the North Pole by lighter-than-air craft.

Captain Riesenbergs sea career was climaxed by four years in command of the schoolship *Newport* and in 1923 he sailed that swift barkentine on a record passage from Santa Cruz de Tenerife to New London, Conn., running before a West Indian hurricane. In addition to a master's license in sail and steam and a civil engineering degree from Columbia University, Riesenbergs was the author of some twenty-five books. These include novels, an autobiography and "Standard Seamanship for the Merchant Service," which is a text for the U. S. Merchant Marine Cadet Corps.

All three sons of Captain Riesenbergs have carried on in the footsteps of their father. One graduated from the Naval Academy and is commander of a submarine, another in a Lieutenant in the Maritime Service and an author of books of the sea, and the third is a Naval Aviation Cadet.

Felix Riesenbergs
1879-1939



The *U.S.S. Cimarron*, launched January 7, 1939



ROBERT L. HAGUE

He went to sea as a boy on sailing ships and rose to become director of the largest privately owned tanker fleet in the world.

ONE of the most picturesque figures in the contemporary history of the United States Merchant Marine, Robert Lyons Hague, went to sea as a boy on sailing ships and climaxed his career when he became director of the largest privately owned tanker fleet in the world.

His first sea-going experiences were acquired on fishing schooners off the Grand Banks and later as an apprentice on the four-masted bark *Susquehanna* trading between Philadelphia and Yokohama. After serving as an oiler with the American Hawaiian Steamship Company he was brought ashore as assistant superintendent in charge of construction for that company.

During 1909 he became assistant superintending engineer for the Standard Oil Company of California and a series of rapid promotions soon made him marine superintendent in charge of operations, repairs, design and construction. With America's entry into the first World War, Mr. Hague was chosen by the United States Shipping Board as its director of construction and repairs. In July, 1920, he joined the Standard Oil Company of New Jersey as manager of its marine department.

Mr. Hague was made a vice-president and director of the company on December 31, 1937. In this capacity he signed agreements with the United States Maritime Commission on January 3, 1938, whereby his company undertook the construction of twelve high speed National-Defense Tankers.

He was an active figure for several years in the International Lifeboat Racing Association, an organization that has as its purpose the safety of life at sea.

Robert L. Hague

1880-1939



The Tanker *S.S. Malacca* was purchased by Mr. C. D. Mallory in 1925 and placed in coastwise trade transporting oil from Gulf Coast Ports, and from the Northern Coast of South America and the Netherlands West Indies.



CLIFFORD DAY MALLORY

One of the most active, and universally respected figures in American shipping and yachting circles. By experience and tradition, derived in part from a long line of ship-owning and seafaring ancestry, he had a clear perception of the potential value of the U. S. Merchant Marine, and labored hard and with great success to establish its prestige.

ASIDE from a comparatively brief venture of Clifford Day Mallory's great-great-grandfather, David Mallory, a privateersman during the American Revolution, the first member of the family to engage extensively in shipping pursuits was his great-grandfather, Charles Mallory, who settled in Mystic, Connecticut, in 1816. There he laid the foundation of a great tradition; first, the operation of whaleships and later the building and operation of clippers and wooden steamships.

His son, Charles H. Mallory, grandfather of Clifford, went to sea at an early age, rising to the command of vessels trading between New York and the Gulf ports. In 1866 he founded the house of C. H. Mallory and Company, and somewhat later the Mallory Steamship Line. His first steamships were built in the Mallory shipyard at Mystic. Henry R. Mallory, father of Clifford, succeeded to the presidency of the line, and in 1900 Clifford began his career as a clerk in the office of C. H. Mallory and Company. From 1910 to the early part of 1917 he was vice-president of both Mallory and Clyde Steamship Companies.

During World War I he was assistant director of the U. S. Shipping Board Emergency Fleet Corporation. In this capacity he had charge of fitting out the first transport, the *Henry R. Mallory*, as well as the *Lenape* and the *San Jacinto*, and was in general responsible for the direction of all the ships owned, chartered or requisitioned by the government. In 1919 he formed the corporation of C. D. Mallory and Company and began the operation of a large fleet of tankers and dry cargo vessels.

Always deeply interested in youth, he gave generously of his time and resources in the promotion of Boy Scout and Sea Scout work. In 1939 he was awarded the silver beaver, the highest lay award for distinguished service to boyhood. The only son of Clifford D. Mallory is on active duty as an officer of the U. S. Navy.

Clifford D. Mallory

1881-1941



ALFRED H. HAAG was Director of the Research
Bureau, U. S. Maritime Commission

THE brilliant career of Alfred H. Haag, famed for his contributions to the United States Merchant Marine, began at the age of fifteen when he secured employment with a marine engineering firm in New York.

From this humble beginning, Haag went on to become a naval architect, engineer and shipping executive as well as a teacher and eloquent lecturer. During World War I he acted as chief constructor for the U. S. Shipping Board, Emergency Fleet Corporation, at Philadelphia. He served as marine superintendent for the Atlantic Gulf and Pacific Steamship Corporation during the early twenties and then entered business for himself.

He was called back to the U. S. Shipping Board in August, 1926, to serve as special expert on the Merchant Marine Planning Committee and the following year was named director of the Bureau of Research. He remained in this capacity until October, 1936, when the U. S. Shipping Board was succeeded by the U. S. Maritime Commission.

Haag's role in assembling information and vital statistics leading to the passage of the Merchant Marine Act of 1936 was important. Much of the information on tonnage and efficiency that stirred Congress to approve the building of our modern merchant fleet originated in his office.

Alfred H. Haag

1884-1941



JAMES JONAS MADISON

For exceptionally heroic service as commander of the *U.S.S. Ticonderoga*, in the Naval Overseas Transport Service during World War I, Commander Madison was awarded the Medal of Honor.

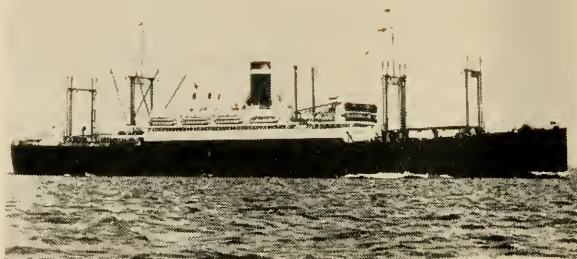
THE destroyer *U.S.S. Madison*, an important unit of the present United States Fleet, was named for Commander James Jonas Madison, who entered the Naval Reserve in World War I, after a brief but brilliant career in the United States Merchant Marine.

Born in Jersey City in 1888, Commander Madison died in the U. S. Naval Reserve Hospital, Brooklyn, New York, thirty-four years later. He was placed in command of the *U.S.S. Ticonderoga* when that ship, an interned enemy merchantman, was taken over by the United States in 1917, and placed in the Naval Overseas Transport Service. In September, 1918, the *U.S.S. Ticonderoga* was shelled by a U-boat and later torpedoed and sunk. During the action Commander Madison received a wound in the knee which resulted in the amputation of a leg.

He was awarded the Medal of Honor with the citation: "For exceptionally heroic service in a position of great responsibility as commanding officer of the *U.S.S. Ticonderoga* when that vessel was attacked by an enemy submarine and sunk after a prolonged and gallant resistance. The submarine opened fire at a range of five hundred yards, the first shots taking effect on the bridge and forecastle, one of the two forward guns of the *Ticonderoga* being disabled by the second shot. The fire was returned and the fight continued for nearly two hours. Lt. Commander Madison was severely wounded early in the fight, but caused himself to be placed in a chair on the bridge and continued to direct the fire and to maneuver the ship. When the order was finally given to abandon the sinking ship, he became unconscious from loss of blood, but was lowered into a lifeboat and was saved, with thirty-one others, out of a total of two-hundred and thirty-six on board."

James J. Madison

1888-1922



The S.S. President Roosevelt



CAPTAIN
ROBERT B. MILLER

As Chief Officer of the *President Roosevelt* in 1926, Robert B. Miller commanded the lifeboat which rescued the crew of the British freighter *Antinoe*.

THE daring and skill of Robert B. Miller in the rescue of the entire crew of the British freighter *Antinoe* has been hailed as one of the outstanding examples of heroism in the history of the United States Merchant Marine. On January 24, 1926, Captain George Fried of the *President Roosevelt* received a distress signal from the British freighter *Antinoe*. She was found wallowing in a heavy sea, engine room flooded, rudder disabled and lifeboats washed away.

A lifeboat under Chief Officer Robert Miller put out from the *President Roosevelt* but the heavy seas capsized the boat and all hands were thrown into the water. They all managed to scramble back into the boat only to be spilled again. All but two of the men, who were swept away and lost, were hauled aboard the *President Roosevelt*. After several unsuccessful attempts to shoot a line to the *Antinoe*, Captain Fried tried towing an unmanned boat astern of the *President Roosevelt* to the sinking vessel, but this was unsuccessful.

Finally another lifeboat with Chief Officer Miller again in charge made a successful trip to the *Antinoe* and removed twelve men. The remaining thirteen men were removed in still another attempt with Mr. Miller still in charge. Altogether this most difficult rescue took three days, twenty-two hours and twenty minutes.

When this country entered World War I, Robert Miller was a salesman living in Duluth, Minnesota, where he was born. He enlisted in the Navy and at the conclusion of the war was a Lieutenant Commander. In 1921 he entered the service of the United States Lines and became Chief Officer on the *President Roosevelt* and the *America*. His first command was the *George Washington*. For a short time he was Captain of the *Republic* and when he died in 1931, he was in command of the United States Liner *American Farmer*.

Robert B. Miller

1892-1931



The S.S. Pennsylvania

HAROLD L. WINSLOW
One of the most popular captains in the recent annals of the United States Merchant Marine.



THE life of Harold Lincoln Winslow, one of the most popular captains of the United States Merchant Marine, is a saga of sailings during the Twentieth Century.

As a boy in Quincy, Massachusetts, he developed a love of the sea and enrolled at the Massachusetts Nautical School. From 1914 to 1919 he served in the United States Navy after which he became chief officer of the United States Shipping Board freighter *Victorious*.

He joined the United States Lines in 1922 as the fourth officer of the *President Polk* and advanced through the various grades until being appointed to the command of the motor-ship *New Orleans* in the summer of 1934.

He served as master of the *American Banker*, the *President Harding*, and the *Pennsylvania*. When the *Pennsylvania* was retired from the New York-San Francisco run for reconditioning by the United States Maritime Commission prior to entering the New York-South America service, Captain Winslow was named standby captain for the International Mercantile Marine Company.

His career afforded Captain Winslow numerous opportunities to show his courage, seamanship and ability. When chief officer of the *Republic* in December, 1929, he commanded a lifeboat which battled adverse seas to rescue the captain and ten men from the foundering Newfoundland schooner *Gander Deal*.

Captain Winslow died in July 1938 and a month later his ashes were taken to sea by his life long friend, another native of Quincy, Massachusetts, Captain Giles C. Stedman, USNR. The ceremony was conducted aboard the liner *Washington* in mid-ocean and the occasion was recorded in graphic form by a chart which was provided for the hundreds of the deceased Captain's friends.

Harold L. Winslow

1893-1938



CADET HOWARD PAYNE CONWAY, JR.
The first United States Merchant Marine Cadet
to offer the supreme sacrifice.

WHEN the *S.S. Liberator* was torpedoed and sunk March 19, 1942, Howard Payne Conway, Jr., became the first United States Merchant Marine Cadet to lose his life in World War II.

Since that time a number of other Cadets have gone down with their ships and it is in their memory that this volume is dedicated. Their courage at sea and their faithfulness to duty will not go unsung. They who have had a rendezvous with death are our heroes. Their deeds are the inspiration of the United States Merchant Marine Cadet Corps.

Cadet Conway attended Woodbury High School, Orange, Va., from 1935 to 1939. He was a student at Williams College, Williamstown, Mass., for two years, entered the United States Naval Academy on February 14, 1941, and remained there until July 14, 1941. He then became a Cadet in the United States Merchant Marine.

Howard P. Conway, Jr.

1919-1942



CADET-MIDSHIPMAN WILLIAM M. THOMAS, JR.

On March 15, 1943, he was awarded the *Merchant Marine Distinguished Service Medal* "for his magnificent courage and disregard of his own safety in saving the life of his shipmate."

ON March 15, 1943, the fifth anniversary of the founding of the United States Merchant Marine Cadet Corps, Cadet-Midshipman William M. Thomas, Jr., was awarded the Merchant Marine Distinguished Service Medal.

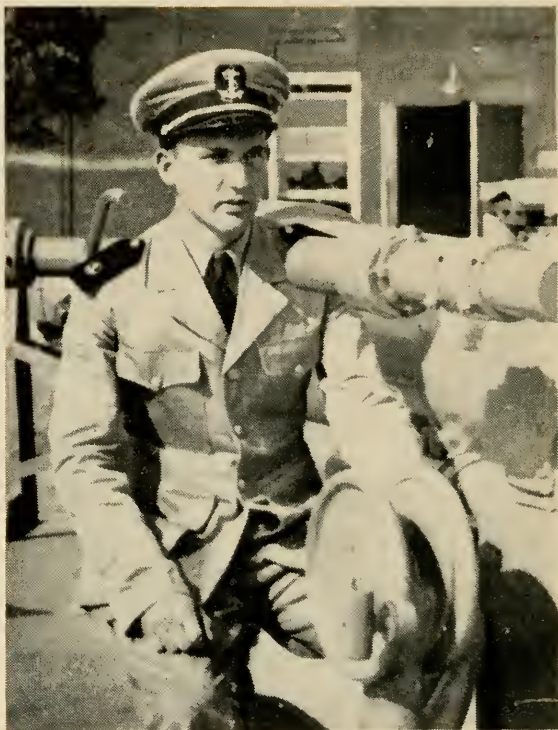
The official citation of his heroic action reads:

The President of the United States takes pleasure in presenting the Merchant Marine Distinguished Service Medal to William M. Thomas, Jr., Cadet-Midshipman (E) for extraordinary heroism above and beyond the line of duty.

The ship upon which he was serving was loaded in all holds with highly explosive war material when attacked by torpedo and shell fire from an enemy submarine. The torpedo struck amidship, demolishing the engine and rupturing all steam and fuel pipes. The engineer and fireman on watch met immediate death. An oiler, blown to the top of the cylinder heads, lay helpless as a result of multiple wounds. Hearing his cries, Thomas descended into the darkness of the steam-filled wreckage and carried the injured man to the deck. By this time all undamaged lifeboats were away. Launching a small balsa life raft, he succeeded in getting the wounded man over the side and lashed him securely to the raft. Thomas then swam alongside the raft for about twenty hours until they were picked up by a rescue ship.

His magnificent courage and disregard of his own safety in saving the life of his shipmate constitute a degree of heroism which will be an enduring inspiration to seamen of the United States Merchant Marine everywhere.

William M. Thomas



Cadet-Midshipman EDWIN J. O'HARA made the supreme sacrifice. The Distinguished Service Medal was awarded to him posthumously on March 15, 1943.

*I*N the performance of an act of heroism under unusual hazards, Cadet-Midshipman Edwin Joseph O'Hara made the supreme sacrifice.

His name will ever be revered as standing for that which is noblest in the ideals of the United States Merchant Marine Cadet Corps. He went from his father's ranch at Lindsay, California, to the Cadet Basic School at San Francisco in January, 1942. After completing preliminary training as an engine Cadet he went to sea.

Early one morning two enemy surface raiders suddenly appeared out of the morning mist to attack the small merchantman in which he was serving. Heavy guns of one raider pounded his ship, and machine gun fire from the other sprayed her decks for one-half hour at close quarters. The heroic gun crew of O'Hara's ship exchanged shot for shot with the enemy, placing thirty-five shells into the water line of one of the raiders until its crew was forced to abandon their sinking ship. The gun commander was mortally wounded early in the action, and all of the gun crew were killed or wounded when an enemy shell exploded the magazine of their gun. At the explosion, O'Hara ran aft and single-handed served and fired the damaged gun with five live shells remaining in the ready box, scoring direct hits near the water line of the second raider. O'Hara was mortally wounded in this action. With boilers blown up, engines destroyed, masts shot away, and ablaze from stem to stern, the gallant merchantman finally went under carrying O'Hara and several of his fighting shipmates with her.

On March 15, 1943, the Fifth Anniversary of the United States Merchant Marine Cadet Corps, Cadet-Midshipman O'Hara was posthumously awarded the Merchant Marine Distinguished Service Medal by the President of the United States.

Edwin J. O'Hara

1923-1942

APPENDICES

ACKNOWLEDGMENT

In compiling the notes and in securing the portraits and prints for these sketches use was made freely of all available literature pertaining to the history of the United States Merchant Marine. We acknowledge the assistance, among others, of the reference staff of the New York Public Library and of the facilities of its print room and picture collection; the library and print collection of the New York Historical Society; the research assistance given by the Bostonian Society, Boston, Mass.; the American Antiquarian Society of Salem, Mass.; The Ursulines, New Orleans, Louisiana; American Bureau of Shipping, New York, New York; The Marine Historical Association, Mystic, Connecticut; Public Relations Department of the United States Lines; East India Marine Hall; Peabody Museum, Salem, Mass.; Sailors' Snug Harbor, Staten Island, New York; Library of United States Naval Academy, Annapolis, Maryland; State Street Trust Company, Boston, Mass.; California State Library, Sacramento, California.

Lieutenant (jg) Leo B. Guelpa, Jr., D-V(S), USNR, conducted the research for, and compiled and edited this volume. His work is hereby acknowledged.

SUGGESTED READINGS ON THE HISTORY OF THE UNITED STATES MERCHANT MARINE

The following books, selected from the many sources which have been used in compiling these pages, are recommended to those who wish to learn more about these great figures of the United States Merchant Marine.

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